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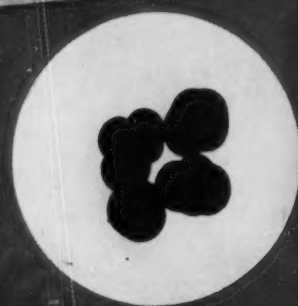
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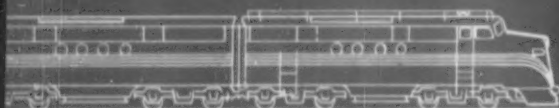


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June 21, 1954

Vol. 136, No. 25

## Week at a Glance

**Piggyback tariffs have been suspended by the ICC, on six railroads—and those roads have vigorously protested the suspension.** 7

**Robert R. Young and his associates have won control of the New York Central—making it the third major railroad to acquire wholly new management within a period of less than two months.** 7

**The railroad's place in civil defense, and a preview of how they might perform under atomic attack, was demonstrated in Chicago, as part of last week's national air raid drill.** 8

**FORUM: It's time to cut down on public controversy! Some differences in viewpoint, as exemplified by recent proxy fights, are inevitable, and not always unhealthy. But in an industry like the railroads, where rivals must work together, they cannot be carried to extremes.** 29

**An earthquake resistant station embodying some interesting construction and economic features, now serves the Milwaukee at Tacoma.** 30

**What kind of diesel shops? The Frisco's answer to that important question is given in the second of a continuing series of articles on aims, methods and outlook of contemporary railroad management.** 33

**Fred J. Voss now heads the DM&IR, as successor to P. H. Van Hoven.** 36

**Service was the keynote at the annual meeting of the American Association of Railroad Superintendents.** 37

### BRIEFS

**Box cars can be upgraded for grain or other commodities requiring a tight car by spraying broken out roofs, floors, and linings with the same plastic used by the**

## Current Statistics

Operating revenues, four months	
1954	\$ 3,030,657,088
1953	3,501,247,731
Operating expenses, four months	
1954	\$ 2,455,506,101
1953	2,653,454,001
Taxes, four months	
1954	\$ 297,338,860
1953	422,069,552
Net railway operating income, four months	
1954	\$ 206,661,676
1953	353,248,469
Net income, estimated, four months	
1954	\$ 128,000,000
1953	262,000,000
Average price railroad stocks	
June 15, 1954	66.37
June 16, 1953	61.65
Carloadings, revenue freight	
Twenty-three weeks, 1954	14,243,092
Average daily freight car surplus	
June 12, 1954	85,485
June 13, 1953	30,934
Average daily freight car shortage	
June 12, 1954	374
June 13, 1953	3,773
Freight cars delivered	
May 1954	3,173
May 1953	6,582
Freight cars on order	
June 1, 1954	15,615
June 1, 1953	57,345
Freight cars held for repairs	
April 1, 1954	102,266
April 1, 1953	94,896
Average number of railroad employees	
Mid-May 1954	1,061,885
Mid-May 1953	1,217,477

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## Week at a Glance CONTINUED

armed forces to "mothball" equipment ranging from locomotives to warships. First railroad to try the process is the Rock Island, which calls it "Wilsonizing," in honor of M. R. Wilson, general superintendent motive power, who conceived the idea. More on this later.

That French-style piggyback might soon appear on the American scene was indicated in our June 7 issue. Now a new corporation, Piggy-Back, Inc., 20 Exchange place, New York 5, has been created to introduce the French system here. This company is starting negotiations with American manufacturers for building trailers and flat cars.

The ICC expects speed limits required by its 1947 signaling order to be observed on timetable-and-train-order lines—unless commission-approved relief from that order is currently in effect. The commission emphasized this in a recent accident report which noted that a train involved was exceeding the limit on a line where relief from the 1947 order, in the form of more time to complete planned signaling work, expired 1½ years ago.

Legislation to end the bankruptcy of the Long Island and provide for physical rehabilitation of that railroad, in line with plans outlined in *Railway Age* May 31, page 11, has been approved by a special session of the New York State legislature and signed by Governor Dewey. Thomas M. Goodfellow, superintendent of the Pennsylvania's Pittsburgh division, has been appointed general manager of the LI, and will assume his new duties as soon as the railroad's bankruptcy is terminated.

ACF's "Talgo" train will definitely make one or more demonstration and clearance test runs on the New Haven within the near future, probably sometime this month.

Missouri Pacific Lines joined the western railroads' family fare plan on June 16.



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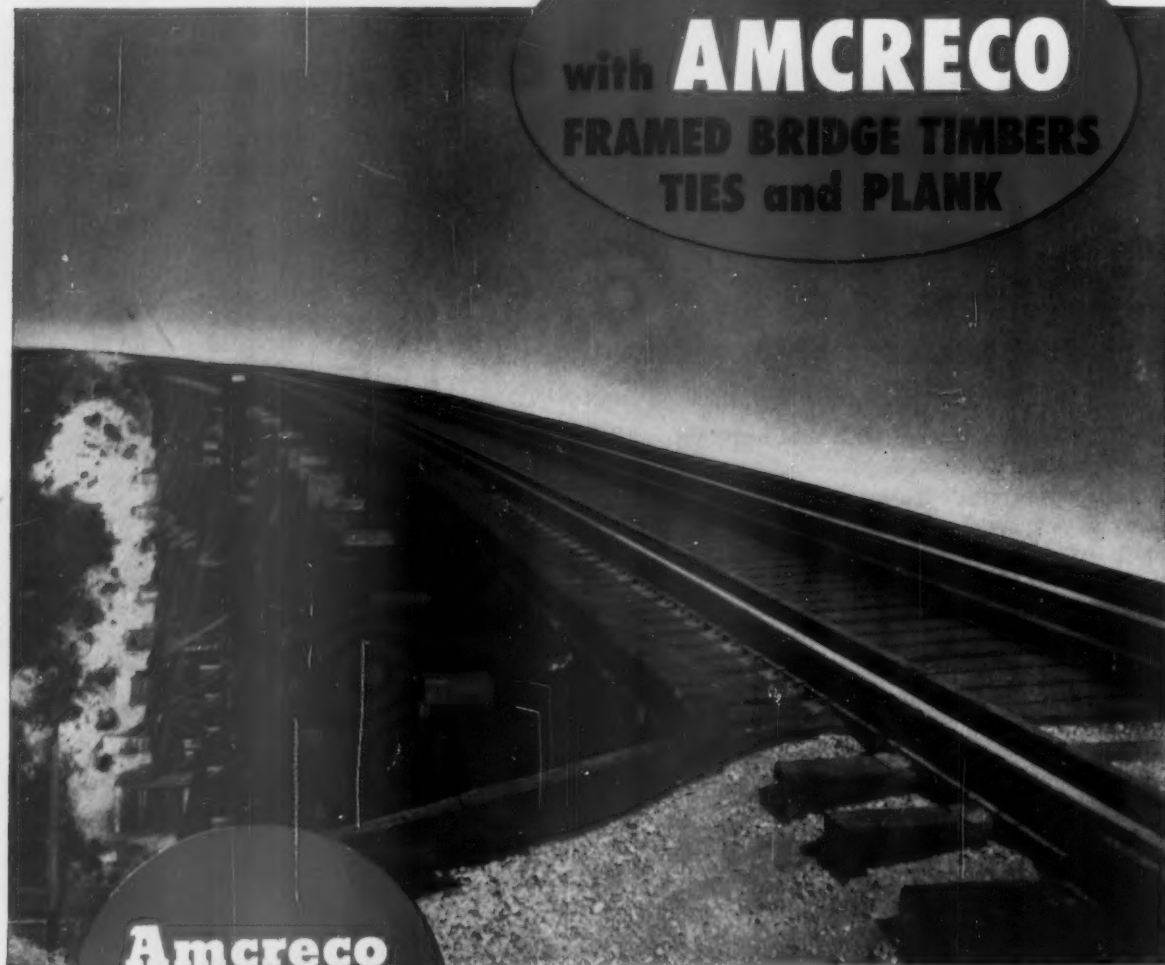


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## Piggyback Tariffs Suspended

ICC division holds up services proposed by six roads; appeal taken to entire commission

The Interstate Commerce Commission, Division 2, last week suspended for seven months the tariffs whereby six railroads proposed to inaugurate trailer-on-flat-car services on June 16 and later this month.

The railroads were the Baltimore & Ohio, Erie, Nickel Plate, Lackawanna, Pennsylvania and Wabash. They immediately filed a petition for reconsideration of Division 2's order by the entire commission.

**Important Matter**—"The proposed service," the petition said, "represents the most important change in the method of railroad transportation in many years . . . The order of Division 2, if permitted to stand, will delay for an extended period of time the commencement of the proposed service by these respondents and will discourage attempts by the railroads to furnish new types of improved service for the benefit of the public."

The petition continued to say that piggyback service, "without commission objection, is now being performed by a number of railroads under similar tariffs." It was also noted that the suspension came after much preparation for the service had been made.

**Plans Foiled**—The petition put it this way: "Flat cars have been equipped; trailers have been acquired; terminal facilities have been provided; personnel have been delegated and trained; and all plans perfected to inaugurate the service . . . All of the plans, effort and investment of these railroads are now held inactive."

T-O-F-C services proposed in the tariffs were outlined in recent announcements, as reported in *Railway Age* of May 24, page 6, and June 14, page 9. The commission's suspension order instituted and investigation of the tariffs, docketing the proceeding as I. & S. No. 6214. No date was set for the hearing.

**Protestants**—Among those protesting against the tariffs and seeking the suspension were various motor carrier rate bureaus and the Regular Common Carrier Conference of American Trucking Associations. Also, four Brooklyn terminal companies, including Bush Terminal.

Meanwhile, the general piggyback case (No. 31375) remains set for oral argument before the entire commission in Washington on June 28. The argument will deal with 12 "basic and

## JOHN H. WINCHELL APPOINTED TO ICC

John H. Winchell, chairman of the Public Utilities Commission of Colorado, has been nominated by President Eisenhower for membership on the Interstate Commerce Commission.

The nomination went to the Senate June 15. If confirmed by that body, Mr. Winchell would become the successor to former Commissioner James K. Knudson for the remainder of a term expiring December 31, 1960. Mr. Knudson's term expired at the end of last year, but he continued to serve until last month, when he resigned to enter private law practice. (*Railway Age*, May 31, page 14.)

Mr. Winchell was born in August 1892. A Republican, he has been a member of the Colorado commission since March 1, 1951, and its chairman since July 3, 1953. For a short while before he became a member, he was attorney for the commission. He attended the Colorado School of Mines; and he received his law degree in 1947 from the Westminster Law School of Denver.

fundamental" questions relating to T-O-F-C operations. (*Railway Age*, May 3, page 9.)

## Young Wins Control of NYC

Takes command as chairman; A. E. Perlman is elected president by new board, to succeed William White

Robert R. Young was elected chairman of the New York Central on June 14. His election—and that of Alfred E. Perlman as president, to succeed William White—climaxed a bitter struggle for control of the railroad which began last February 10 when the NYC's then board of directors rejected a request that Mr. Young and an associate, Allan P. Kirby, be elected to the board, and that Mr. Young be named chairman.

The battle ended officially when it was announced at the June 14 concluding session of the twice-recessed annual meeting of shareholders that Mr. Young personally polled 3,407,512 votes, compared with 2,340,239 for Mr. White. Shares voted comprised slightly more than 89% of the 6,447,410 outstanding shares.

**New Directors**—The Central's new board of directors consists of Messrs. Young and Kirby, chairman and president, respectively, of Alleghany Corporation; William P. Feeley, president, Great Lakes Dredge & Dock Co.; R. Walter Graham, Jr., a surgeon; William H. Landers, retired NYC engineman; Mrs. Lila Bell Acheson Wallace, editor and co-owner of the *Reader's Digest*; Frederick Lewisohn and Earl E. T. Smith, members of the New York Stock Exchange; Richard M. Moss, chairman, Clinton Foods, Inc.; Clint W. Murchison, president, Delhi Oil Corporation; Eugene C. Pulliam, newspaper publisher; Sid W. Richardson, partner in Richardson & Bass; Daniel E. Taylor, president, West India Fruit & Steamship Co.; Orville Taylor, partner in the legal firm of Taylor,

Miller, Busch & Magner; and Andrew Van Pelt, an Alleghany director. The first meeting of the new board was attended by all except Messrs. Murchison and Richardson.

The new directors, it was announced, waived all directors' fees for attending board meetings until NYC stock is on a \$2-per-share dividend rate. Annual fees received by members of the executive committee also were waived until the \$2 dividend rate is achieved. Heretofore, directors have received \$150 each for every monthly board meeting, and members of the executive committee have each received \$3,000 a year. Mr. Young will serve as chairman at a yearly salary of \$1.

**White Offers Cooperation**—Mr. White, in a statement to the press, said "I have offered to cooperate in the interest of orderly transition, but will accept no compensation therefor." He said he was "particularly heartened by the fact that the vast majority of NYC shareowners registered their support for management. Even though a majority of shares were not voted for



**NEW YORK CENTRAL'S NEW BOARD AND PRESIDENT** as they convened for the first time in the board room of the railroad at 230 Park avenue, New York City. Left to right are: Richard M. Moss, Frederick Lewisohn, William H. Landers, Allan P. Kirby, R. Walter Graham, Jr., William P. Feeley, Alfred E. Perlman, Robert R. Young,

G. W. Glenn, Mrs. Lila Bell Acheson Wallace, Andrew Van Pelt, Orville Taylor, Daniel E. Taylor, Earl E. T. Smith, and Eugene C. Pulliam. Two directors—Clint W. Murchison and Sid W. Richardson—were not present. Mr. Glenn, a member of the law firm of Lord, Day & Lord, and Mr. Perlman, are not directors.

management, a majority of shareowners did. We were beaten only by the approximate number of shares which nominees of the Alleghany-Young-Kirby group bought for their own account."

**Not an Easy Task**—Mr. Young's first statement as NYC chairman said:

"Our self-imposed task of rehabilitating the Central, one of the weakest links in an industry notable for its poor return to security holders, is not an easy one. Success we cannot guarantee, but we can pledge sincere and honest effort. There is a bright side to the industry's low state in the fact that all its 41,000 passenger cars and most of its 1,800,000 freight cars can be replaced by more efficient types and more than pay their cost out of savings. The competition of airplanes, buses and automobiles, economically produced in volume and frequently improved, cannot be met by 19th century railroad cars weighing three times as much per passenger and costing three times as much per pound.

"Nor can we expect to retain the traffic of shippers when speed-restricted trucks can make quicker deliveries over congested highways than we can over our exclusive and wide open rights of way. Industry wide planning for and agreement on improved and standardized equipment designs, volume purchasing, freight and passenger terminal adaptation to the motor age, greater use of each other's facilities, accounting, reservation and ticketing simplification and many other cooperative projects are long overdue. The Central, under Mr. Perlman and its owners, will exert its example and influence to that end."

**Mr. Perlman**—The new president and chief executive officer of the Central, Mr. Perlman, had been executive vice-president of the Denver & Rio Grande Western since 1952.

"My first objective will be a better acquaintance with the NYC family and an opportunity to assess the problems facing them," Mr. Perlman said.

"With the abundance of talent among the 100,000 employees on the railroad I am certain we can build a wonderful team. . . It is not my thought that we will revolutionize the railroad overnight but we will build a firm foundation upon which will rise a progressive and modern structure of which we can all be proud."

When asked to comment on his plans, Mr. White said "I'm going to sit on a rocking chair on my porch and rest for the entire summer." He told reporters he will attend the NYC annual meeting next year. "We will see if Central stock rises," he added. "We will ask for an accounting of promises made. They will not be forgotten."

## Operations

### Railroads in "A" Bomb Drill

Chicago roads find themselves badly "hit," but capable of coordinated emergency service to edge of damaged areas in a matter of two hours, their solution to the exercise reveals

The 41 railroads of the Chicago metropolitan area seemed to be the special target of the three theoretical "8x" atomic bombs which were considered to have been dropped on the city last Monday. Yet because the roads have been working closely with one another on civil defense since 1950, they were ready with a plan of action that would save an estimated 115,000 lives and offer service to the fringe of the damaged areas within a matter of two hours after the theoretical blasts.

The bombs would have wiped out virtually all yards and terminals in the downtown area; severed nearly all main-line connections to the north and northwest; and immobilized many key yards in the industrialized southwest side, but would have left facilities in

the vital lake front industrial areas virtually undamaged and in need of immediate service.

Although the general public participated briefly in the test exercise with "duck and cover" tactics just before the bombs were supposed to have been dropped, the real purpose of the exercise was to "feel out" the planning of the country's civil defense units, including the utilities, transport, police, firefighting, medical and welfare groups that form the core of the nationwide civil defense organization. For most of them, this was a two-day practice in which they had to submit to their regional authorities a detailed written solution to the problems presented by the blasts.

Because the railroads of Chicago have what may well be the most ad-



vanced civil defense transportation organization in the country, the plans they have worked out over the past four years (*Railway Age*, December 23, 1951, page 20) are of interest to carriers elsewhere. Here are some of the highlights from their written solution:

**Dispersal First**—Upon receipt of the "yellow" alert (presumably about two hours in advance of the actual attack), an already-rehearsed warning code is flashed to each of the already-established emergency operating headquarters in the five basic railroad zones into which the city has been divided. Each of these zones has one or more alternate headquarters.

Immediately upon receipt of the warning, a program is activated whereby passenger equipment and locomotives on hand in downtown stations are scheduled to handle dispersal of persons to comparative safety in outlying suburbs. From an actual check of equipment available on a previous Monday, the railroads' report showed that about 115,000 persons could be thus moved. At the same time, all but a skeleton force of railroad civil defense personnel would be dispersed aboard these trains. This is to assure uninterrupted railroad operation through survival of at least one fully-manned operating headquarters in each of the railroad zones.

These trains would then be combed for suitable equipment to be returned to the fringe of the bombed areas to aid in evacuation of the homeless and injured. Motive power, dispersed in drags if necessary, from other yards and terminals, would then be sent back to the city to assist in this work with trains of empty box cars, as they can be made up. Water for firefighting and for drinking and medical purposes would be handled by tank cars under a program of cleaning and filling that would be activated as soon as the "yellow" alert is received.

To obtain factual material for the report, a detailed inventory of all motive power, rolling stock and important communications and maintenance equipment was conducted over the entire metropolitan area. Maps furnished by federal authorities showed where and how the city was hit. The carriers' solution was based entirely upon conditions thus outlined.

The 41 railroads come under the transportation, engineering and traffic planning unit of the Chicago Civil Defense Corps and the Illinois Civil Defense Agency. Herman H. Pevler, vice-president, Western region, Pennsylvania, is chief railroad operating officer of the state—an assignment he took over from D. A. Fawcett, vice-president of the New York Central on June 1. C. P. Fisher, general manager of the Chicago Union Station Company, is operating officer of Region I, which incorporates the northern half of Illinois, and has taken a leading part in railroad civil defense activities since 1950.

## Labor & Wages

### Dispatchers Accept Five-Cent Wage Hike

The American Train Dispatchers Association has followed the pattern set by the brotherhoods of trainmen, conductors, firemen and switchmen in accepting a wage increase and extended vacations based on the so-called "trainmen" package.

The settlement, reached in Chicago June 10, following several weeks of mediation, calls for a wage increase

of five cents an hour plus the 13 cents an hour currently being paid under the cost-of-living escalator agreement. The new agreement incorporates the 13-cent increase into basic wage rates and provides for termination of the escalator provision. Train dispatchers with 15 or more years of service will get three-week annual vacations under the new settlement.

The organization had sought 10 days of sick pay annually, which would have been cumulative up to a maximum of 80 days. It also sought three-week annual paid vacations for employees of from five to 15 years' service; and four weeks for those with longer service.

## Figures of the Week

### Passenger Service Losses in 1953

Long Island was only one of 37 large roads which had a ratio under 100—Range was from its 93.5 to Cotton Belt's 223.5

The Long Island was the only large railroad with a 1953 passenger service operating ratio under 100.

This was pointed out in a table published in the latest "Monthly Comment" of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The table,

reproduced herewith, showed last year's results from freight and passenger service for 37 large roads.

The bureau gave no comparisons with 1952. It explained that comparability of 1953 figures with those of prior years was affected to an undetermined extent by the January 1, 1953,

### 1953 Results from Passenger and Freight Services

Large railways (Dollar items in thousands)

Road	Net railway operating income		Operating ratios	
	Freight service	Passenger and allied services	Freight service	Passenger and allied services
<i>Eastern district</i>				
Baltimore & Ohio	\$80,535	\$36,737	70.2	180.0
Boston & Maine	18,358	12,976	60.9	153.4
Central of New Jersey	14,133	9,243	63.8	185.9
Delaware, Lackawanna & Western	15,107	4,919	68.6	121.6
Erie	29,805	10,833	67.7	161.3
Lehigh Valley	14,362	7,182	71.8	162.9
Long Island	2,631	2,828	65.4	93.5
New York Central	114,656	52,439	71.8	119.2
New York, Chicago & St. Louis	24,765	2,993	66.1	157.2
New York, New Haven & Hartford	23,327	13,368	65.1	102.6
Pennsylvania	131,332	56,650	74.4	118.8
Reading	24,852	7,986	70.1	165.5
Wabash	17,441	3,937	68.0	126.6
<i>Poconos region</i>				
Chesapeake & Ohio	75,037	15,121	67.0	179.4
Norfolk & Western	39,071	11,343	65.0	192.1
<i>Southern region</i>				
Atlantic Coast Line	27,342	17,045	72.4	146.5
Gulf, Mobile & Ohio	15,989	5,297	63.4	139.0
Illinois Central	46,422	13,482	64.1	128.5
Louisville & Nashville	49,437	15,052	64.1	144.1
Seaboard Air Line	34,151	10,322	61.2	134.9
Southern	56,703	14,717	58.4	134.1
<i>Western district</i>				
Atchafalaya, Topeka & Santa Fe & affil. cos.	117,183	42,074	60.8	134.6
Chicago & North Western	32,377	23,420	71.1	152.8
Chicago, Burlington & Quincy	50,907	21,033	62.1	139.3
Chicago, Milwaukee, St. Paul & Pacific	36,568	21,904	74.0	150.3
Chicago, Rock Island & Pacific	42,611	14,352	59.4	131.5
Denver & Rio Grande Western	17,672	4,577	57.7	167.4
Great Northern	48,550	21,019	62.5	175.1
Missouri-Kansas-Texas Lines	15,635	6,150	64.1	150.5
Missouri Pacific	39,582	16,168	73.4	154.4
Northern Pacific	30,262	15,395	71.3	173.5
St. Louis-San Francisco	24,207	8,991	65.8	156.0
St. Louis Southwestern	15,155	1,318	61.8	223.5
Southern Pacific	93,032	45,919	66.0	153.8
Texas & New Orleans	17,423	5,209	65.8	125.5
Texas & Pacific	18,989	6,458	57.9	158.2
Union Pacific and leased lines	81,613	82,218	62.2	166.7

revision of commission rules governing separation of expenses, taxes and rents as between passenger and freight services (*Railway Age*, May 24, page 6).

## Freight Car Loadings

Loadings of revenue freight in the week ended June 12 totaled 697,583 cars, the Association of American Railroads announced on June 17. This was an increase of 85,268 cars, or 13.9 per cent, compared with the previous week; a decrease of 99,669 cars, or 12.5 per cent, compared with the corresponding week last year; and an increase of 66,541 cars, or 10.5 per cent, compared with the equivalent 1952 week.

Loadings of revenue freight for the week ended June 5 totaled 612,315 cars; the summary, compiled by the Car Service Division, AAR follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, June 5			
District	1954	1953	1952
Eastern .....	94,942	132,605	114,548
Allegheny .....	111,272	158,026	126,498
Pocahontas .....	44,615	56,741	50,814
Southern .....	109,107	125,292	121,980
Northwestern .....	102,682	127,308	99,068
Central Western .....	99,085	116,940	112,394
Southwestern .....	50,612	58,577	58,945
Total Western Districts .....	252,379	302,825	270,407
Total All Roads .....	612,315	775,489	684,247
Commodities:			
Grain and grain products .....	39,514	47,434	44,509
Livestock .....	5,633	7,826	6,958
Coal .....	94,205	122,058	114,451
Coke .....	7,146	14,126	8,583
Forest products .....	38,715	45,470	44,810
Ore .....	69,793	90,757	56,448
Merchandise l.c.f. .....	52,390	67,246	70,359
Miscellaneous .....	304,919	375,572	338,129
June 5 .....	612,315	775,489	684,247
May 29 .....	689,292	786,755	696,860
May 22 .....	681,967	769,618	761,705
May 15 .....	677,581	779,805	754,448
May 8 .....	647,954	765,411	719,859
Cumulative total, 23 weeks .....	14,243,092	16,498,452	16,614,434

**In Canada.**—Carloadings for the 10-day period ended May 31 totaled 84,684 cars, compared with 72,963 cars for the previous seven-day period, ac-

cording to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 31, 1954 .....	84,684	38,987
May 31, 1953 .....	111,112	46,542
Cumulative Totals:		
May 31, 1954 .....	1,419,465	613,227
May 31, 1953 .....	1,584,856	687,603

## Equipment & Supplies

### SP Orders 10 "Gallery" Suburban Coaches

An order for 10 gallery-type suburban coaches has been placed with the Pullman-Standard Car Manufacturing Company by the Southern Pacific. They will include a number of design features suggested by SP commuters who recently inspected and rode in a gallery car borrowed from the Burlington (*Railway Age*, April 5, page 16). Among the changes is the provision of more space for coats and parcels for patrons seated in the lower deck. The cars will be equipped with more toilet facilities; cooled drinking water; foam rubber seats; disk brakes; tinted windows; and self-contained air conditioning and zone heating and cooling equipment.

To provide customer-specified facilities, the SP had to reduce the seating from 148 persons, the capacity of the Burlington cars, to 145. The SP indicated that the new cars "and possibly some other trains in this service" would be handled by diesel locomotives.

### FREIGHT CARS

The 200 new depressed-center trailer transport cars intended for use in the Pennsylvania's piggyback service (*Railway Age*, May 3, page 8), will

be built by ACF Industries at a cost of more than \$2,000,000.

### LOCOMOTIVES

The Baldwin-Lima-Hamilton Corporation has announced receipt of orders for industrial locomotives from the **General American Transportation Corporation** (one 35-ton diesel-hydraulic unit); the **Babcock & Wilcox Co.** (one 50-ton diesel-electric unit); and the **Pittsburgh Plate Glass Company** (one 80-ton diesel-electric unit).

## Supply Trade

**Charles J. Miller**, assistant eastern manager for the P&M Co., at New York, has been appointed eastern



Charles J. Miller

manager, succeeding **L. S. Walker**, retired. **D. M. Clarke**, sales engineer, has been named assistant eastern manager, succeeding Mr. Miller.

**Ralph L. Leadbetter**, vice-president in charge of the Dallas division of **Burgess-Manning Company**, has been elected president, succeeding **Willis L. Manning**, who will continue as treasurer and a director.

**T. E. McDowell**, vice-president—research and development, of **Pyle National Company**, has been elected vice-president—engineering of **Brandon Equipment Company**, at Chicago.

The **Wellman Engineering Company** has acquired from the **Browning Crane & Shovel Co.** the latter's locomotive crane division and plant, which will be known as the Wellman-Browning Locomotive Crane Division, with headquarters at 7000 Central avenue, Cleveland 4.

**H. R. Salisbury** retired June 1 as president of **Air Reduction Sales Company**. He was succeeded by **J. H.**



**THE KANSAS CITY SOUTHERN'S** new North Shreveport yard office building, which is to be built in connection with a \$5½-million terminal yard project at that point. The main building (a sketch of which is shown here) will be of masonry construction with two floors of 13,000 sq ft each, plus a walk-in basement on the yard side. The building will house all

KCS executive and office personnel in the Shreveport area, with the exception of the accounting department, general agency staff and the city ticket office. A smaller building of similar construction will house a cafeteria and sleeping quarters for train and engine crews. **Neild & Somdel**, of Shreveport, are the architects of the building.

**Humberstone**, president of the Ohio Chemical & Surgical Equipment Division of the **Air Reduction Company**. Mr. Salisbury will continue as a director of various Airco foreign subsidiaries.

**Wix Corporation** has appointed **Earl A. Mann** and **Robert E. Mann** of the **Modern Supply Company** as Chicago area representatives for Wix railroad products.

The railroad supply division of **Warren Soap Manufacturing Company** has appointed **Samuel P. Goodloe**, Richmond, Va., as southern representative.

**Edmund L. Bataille** has been appointed sales manager for the **Winslow Company**, Newark, N.J. He has been engaged in sales management in the equipment field in the metropolitan New York-New Jersey area.

**Gates Rubber Company** has appointed **W. M. Gibbs Railway Supply Company**, 332 S. Michigan ave., Chicago, as distributor for its railroad belt and hose.

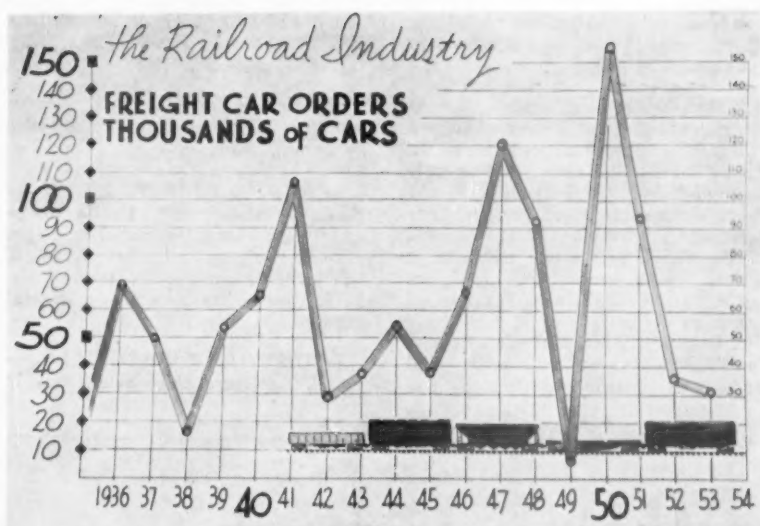
**Herschel E. Post**, general sales manager, industrial finishes, **Pittsburgh Plate Glass Company**, at Pittsburgh, has been appointed general manager, Pacific Coast paint division, Torrance, Cal. He has been succeeded by **Howard J. Mather**, sales manager of the **Suydam** division, who in turn has been succeeded by **George P. Myers**, assistant general sales manager, industrial finishes.

**G. Fred Driemeyer**, vice-president—sales of **General Steel Castings Corporation** at Granite City, Ill., has been elected president of **Commonwealth Sales Corporation**, export sales agent for the parent company.



Howard F. Park, Jr.

Mr. Driemeyer continues as a vice-president, in which capacity he will direct the company's foreign sales activities, while **Howard F. Park, Jr.**, manager of sales, succeeds him as vice-president in charge of domestic sales.



**ONE REASON WHY PRESSED STEEL CAR COMPANY** has permanently closed all its railway freight car building facilities (*Railway Age*, June 7, page 16), is shown by this chart. The company cited the grow-

ing trend toward car building in railroad owned shops, and the "feast or famine" nature of railroad car buying, as contributing toward its decision to step out of the railway field.

## Securities

### Dividends Declared

**CANADA SOUTHERN**.—\$1.50, semiannual, payable in Canadian funds August 2 to holders of record June 23.

**EAST PENNSYLVANIA**.—\$1.50, semiannual, payable July 20 to holders of record July 1.

**LYKENS VALLEY**.—40¢, semiannual, payable July 1 to holders of record June 15.

**MAHONING COAL**.—common, \$10; 5% preferred, \$1.25, semiannual; both payable July 1 to holders of record June 21.

**MASSAWIPPI VALLEY**.—\$3, semiannual, payable August 2 to holders of record July 1.

**PIEDMONT & NORTHERN**.—\$1, quarterly, payable July 20 to holders of record July 6.

**PITTSBURGH & LAKE ERIE**.—\$1.50, quarterly, payable July 15 to holders of record June 21.

**PROVIDENCE & WORCESTER**.—\$2.50, quarterly, payable July 1 to holders of record June 14.

**STONY BROOK**.—\$2, semiannual, payable July 5 to holders of record July 1.

**TEXAS & PACIFIC**.—common, \$1.25, quarterly; 5% preferred, \$1.25, quarterly; both payable June 30 to holders of record June 23.

### Security Price Averages

	June 15	Prev. Week	Last Year
Average price of 20 representative railway stocks	66.37	64.07	61.65
Average price of 20 representative railway bonds	94.78	94.48	89.12

### Authorizations

**ATCHISON, TOPEKA & SANTA FE**.—To issue short-term notes in amounts aggregating not more than \$17,000,000 to obtain cash to pay federal income taxes. The notes, evidencing a loan from Goldman, Sachs & Co., will be issued on a discount basis at an interest rate equivalent to 1.625% per year. In denominations of \$500,000, they will be dated June 14 and mature not later than December 14.

**NEW YORK CENTRAL**.—To issue \$714,000 of promissory notes to finance in part acquisition

of 14 steel freight barges (*Railway Age*, May 31, page 16). The notes, bearing interest at 3¼%, will be payable in quarterly installments beginning after the equipment is delivered and accepted.

## Railway Officers

**DULUTH, MISSABE & IRON RANGE**.—As reported on page 36, **H. A. Smith**, assistant chief engineer, has been appointed chief engineer at Duluth. Mr. Smith joined the DM&IR as draftsman in 1916 and later became



H. A. Smith

chief clerk—bridge and building and assistant supervisor—bridge and building before being named supervisor—bridge and building in 1931. He was



appointed principal assistant engineer in 1942, and in 1949 was advanced to assistant chief engineer.

**FRISCO.**—J. W. Tipton, freight traffic manager, has been named general freight traffic manager at St. Louis, succeeding F. G. Baker, who recently was advanced to vice-president and executive general agent at New York (*Railway Age* May 24). W. T. Rutherford, Jr., traffic manager at Tulsa, Okla., succeeds Mr. Tipton, while Bruce F. Mahon, Jr., general agent at Kansas City, Mo., replaces Mr. Rutherford. Mr. Mahon's successor is T. M. Mabon, Jr., commercial agent at Pittsburgh. Photos and

sketches of Messrs. Tipton and Rutherford appeared in *Railway Age*, May 11, 1953, page 27.

**LAKE TERMINAL.**—R. D. Adamson has been appointed trainmaster at Lorain, Ohio.

**LEHIGH & HUDSON RIVER** — D. G. Bainbridge and Emile Theodore have been appointed assistant general freight agents at Warwick, N.Y., and Pittsburgh, Pa., respectively. F. J. Pierce has been named general agent at Cleveland.

**LOUISVILLE & NASHVILLE.** — C. E. Jeffries, chief rate clerk in

## TARBUTTON TO RETIRE

Ben J. Tarbutton, president of the Central of Georgia since 1951, has announced his intention to retire from that position, effective following action by the road's board of directors at its next regular meeting on July 16. Mr. Tarbutton will continue as a director and a member of the company's executive committee.

the passenger traffic department at Louisville, has been appointed assistant general passenger agent there, to succeed Frank C. Cowherd, retired. Also named as assistant general passenger agent at Louisville is Robert P. Ethridge, assistant to general passenger agent.

**READING.**—Harry E. Hammer, assistant publicity manager, has been named director of public relations at



Harry E. Hammer

Philadelphia, succeeding Irwin L. Gordon, who retired May 1, after almost 30 years as publicity manager.

## OBITUARY

R. H. Jensen, trainmaster of the Milwaukee at Deer Lodge, Mont., died May 15.

William C. Huxhold, assistant traffic manager of the Cotton Belt, died recently.

P. W. Grayson, 72, who retired in June 1951 as general storekeeper of the Texas & Pacific, died at his home in Marshall, Tex., June 12.

J. C. Kirk, 75, who retired in January 1953 as freight traffic manager of the Nashville, Chattanooga & St. Louis, died June 11 at Nashville, of a heart attack.

Harrison F. Wyatt, 65, general manager of the Baltimore & Ohio Chicago Terminal, died June 15 in the Illinois Central Hospital, Chicago.

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# REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1954

Name of Road	Average mileage operated during period	Operating Revenues				Operating Expenses				Operating ratio 1954-1953	Net railway operating income	
		1954	1953	Total 1954-1953	Deprec. and Maint. Equip.	1954	1953	Total 1954-1953	Deprec. and Maint. Equip.		1954	1953
Alton, Canton & Youngstown	April 171	\$418	\$559	\$141	\$6	\$6	\$6	\$6	\$6	88.6	\$91	\$39
Alton, Canton & Youngstown	4 mos. 1,171	1,418	1,559	134	24	24	24	24	24	88.6	326	136
Atchafalaya, Topeka & Santa Fe	April 13,067	36,424	3,084	39,508	2,400	2,400	2,400	2,400	2,400	80.5	12,258	7,019
Atchafalaya, Topeka & Santa Fe	4 mos. 13,067	143,477	12,498	155,975	24,600	24,600	24,600	24,600	24,600	80.5	43,664	24,936
Atlanta & St. Andrews Bay	April 82	1,203	1,325	122	11	11	11	11	11	44.5	684	313
Atlanta & St. Andrews Bay	4 mos. 1,203	4,812	5,300	488	44	44	44	44	44	44.5	1,775	80
Atlanta & West Point	April 93	255	34	221	5	5	5	5	5	82.5	56	20
Atlanta & West Point	4 mos. 93	1,020	132	888	19	19	19	19	19	82.5	412	178
Western of Alabama	April 133	1,197	1,294	107	2	2	2	2	2	82.5	92	10
Western of Alabama	4 mos. 133	4,788	5,176	388	8	8	8	8	8	82.5	370	104
Atlantic & Danville	April 205	614	619	5	8	8	8	8	8	70.4	165	37
Atlantic & Danville	4 mos. 205	2,456	2,476	20	32	32	32	32	32	70.4	843	199
Atlantic Coast Line	April 5,366	11,041	16,333	5,292	2,508	2,508	2,508	2,508	2,508	84.2	13,275	17,000
Atlantic Coast Line	4 mos. 5,366	44,320	78,228	33,908	9,762	9,762	9,762	9,762	9,762	84.2	14,726	27,875
Charleston & Western Carolina	April 343	564	564	0	151	151	151	151	151	70.2	142	50
Charleston & Western Carolina	4 mos. 343	2,256	2,256	0	605	605	605	605	605	70.2	571	230
Baltimore & Ohio	April 6,183	27,164	17,433	9,731	3,652	3,652	3,652	3,652	3,652	81.8	5,665	1,812
Baltimore & Ohio	4 mos. 6,183	108,226	62,644	45,582	14,301	14,301	14,301	14,301	14,301	81.8	22,206	7,244
Staten Island Rapid Transit	April 29	186	51	135	15	15	15	15	15	98.7	3	39
Staten Island Rapid Transit	4 mos. 29	730	203	527	63	63	63	63	63	98.7	18	153
Bangor & Arcootook	April 602	1,415	1,415	0	325	325	325	325	325	69.2	517	234
Bangor & Arcootook	4 mos. 602	5,660	5,660	0	1,300	1,300	1,300	1,300	1,300	69.2	2,221	947
Bessemer & Lake Erie	April 209	4,931	4,990	59	17	17	17	17	17	106.2	-85	65
Bessemer & Lake Erie	4 mos. 209	19,724	19,960	236	68	68	68	68	68	106.2	-568	264
Boston & Maine	April 1,676	5,379	764	4,615	1,315	1,315	1,315	1,315	1,315	84.8	1,057	104
Boston & Maine	4 mos. 1,676	20,816	3,032	17,784	5,226	5,226	5,226	5,226	5,226	84.8	4,200	472
Cambria & Indiana	April 35	119	119	0	21	21	21	21	21	96.4	3	3
Cambria & Indiana	4 mos. 35	476	476	0	84	84	84	84	84	96.4	33	33
Canadian Pacific Lines in Maine	April 234	2,545	2,545	0	373	373	373	373	373	93.7	137	25
Canadian Pacific Lines in Maine	4 mos. 234	10,180	10,180	0	1,492	1,492	1,492	1,492	1,492	93.7	546	112
Canadian Pacific Lines in Vermont	April 90	226	13	213	4	4	4	4	4	75.2	64	12
Canadian Pacific Lines in Vermont	4 mos. 90	900	51	849	17	17	17	17	17	75.2	259	40
Central of Georgia	April 1,764	2,844	154	2,690	517	517	517	517	517	96.4	640	210
Central of Georgia	4 mos. 1,764	11,376	616	10,760	2,064	2,064	2,064	2,064	2,064	96.4	2,467	865
Central of New Jersey	April 613	3,820	3,988	168	672	672	672	672	672	83.3	777	475
Central of New Jersey	4 mos. 613	15,280	15,952	672	2,673	2,673	2,673	2,673	2,673	83.3	3,278	1,850
Central Vermont	April 422	775	67	708	229	229	229	229	229	82.3	167	41
Central Vermont	4 mos. 422	3,097	269	2,828	916	916	916	916	916	82.3	1,288	313
Chesapeake & Ohio	April 5,086	22,946	24,931	1,985	4,082	4,082	4,082	4,082	4,082	80.1	19,002	17,118
Chesapeake & Ohio	4 mos. 5,086	91,784	99,724	7,940	16,324	16,324	16,324	16,324	16,324	80.1	71,118	63,548
Chicago & Eastern Illinois	April 868	2,180	181	1,999	334	334	334	334	334	74.5	1,865	113
Chicago & Eastern Illinois	4 mos. 868	8,720	724	8,000	1,336	1,336	1,336	1,336	1,336	74.5	7,384	454
Chicago & Illinois Midland	April 130	555	566	11	7	7	7	7	7	63.8	110	40
Chicago & Illinois Midland	4 mos. 130	2,225	2,279	54	28	28	28	28	28	63.8	453	117
Chicago & North Western	April 7,876	11,120	14,339	3,219	3,318	3,318	3,318	3,318	3,318	75.0	5,288	1,555
Chicago & North Western	4 mos. 7,876	44,492	57,356	12,864	13,331	13,331	13,331	13,331	13,331	75.0	19,153	5,288
Chicago, Burlington & Quincy	April 8,865	68,033	5,389	73,422	3,448	3,448	3,448	3,448	3,448	80.7	23,665	12,091
Chicago, Burlington & Quincy	4 mos. 8,865	272,932	21,556	251,376	13,784	13,784	13,784	13,784	13,784	80.7	92,844	36,262
Chicago Great Western	April 1,470	2,406	30	2,376	489	489	489	489	489	65.1	866	332
Chicago Great Western	4 mos. 1,470	9,624	120	9,504	1,956	1,956	1,956	1,956	1,956	65.1	3,480	1,210
Chicago, Indianapolis & Louisville	April 541	1,521	67	1,454	1,031	1,031	1,031	1,031	1,031	73.1	3,358	1,210
Chicago, Indianapolis & Louisville	4 mos. 541	6,084	268	5,816	4,124	4,124	4,124	4,124	4,124	73.1	13,358	5,288
Chicago, Milwaukee & St. Paul	April 10,639	15,709	1,043	14,666	3,021	3,021	3,021	3,021	3,021	85.2	12,688	182
Chicago, Milwaukee & St. Paul	4 mos. 10,639	62,597	4,172	58,425	12,088	12,088	12,088	12,088	12,088	85.2	52,340	3,480
Chicago, Rock Island & Pacific	April 7,886	12,414	1,250	11,164	2,012	2,012	2,012	2,012	2,012	78.2	9,152	1,349
Chicago, Rock Island & Pacific	4 mos. 7,886	49,656	5,000	44,656	8,048	8,048	8,048	8,048	8,048	78.2	37,608	5,288
Chic., St. Paul, Minn. & Omaha	April 1,616	8,899	1,550	7,349	1,695	1,695	1,695	1,695	1,695	93.3	7,204	1,550
Chic., St. Paul, Minn. & Omaha	4 mos. 1,616	35,596	6,200	29,396	6,780	6,780	6,780	6,780	6,780	93.3	28,916	5,288
Cleveland	April 317	1,576	1,581	5	387	387	387	387	387	58.1	977	717
Cleveland	4 mos. 317	6,304	6,324	20	1,554	1,554	1,554	1,554	1,554	58.1	3,868	2,440

# REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)  
MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1954

Name of Road	Average miles operated during period	Operating Revenues (thous. miles)			Total and Retire- ment			Operating Expenses Maint. Equip. Deprec.			Total Operating Ratio 1954 1953	Net railway tax operating income 1954 1953
		Freight	Pass.	Other	Total 1954	Total 1953	Retire- ment	Total 1954	Total 1953	Retire- ment		
Colorado & Southern.....	April	799	860	55	1,714	1,765	42	1,756	1,807	389	73.3	62.9
.....	4 mos.	7,729	8,555	528	16,812	17,809	428	16,384	17,387	3,784	73.3	62.9
.....	April	1,038	1,339	112	2,489	2,561	30	2,459	2,531	163	78.4	68.8
.....	4 mos.	10,308	13,399	1,112	24,819	25,611	308	24,511	25,303	1,526	78.4	68.8
Colorado & Wyoming.....	April	70	70	70	210	210	18	192	192	234	74.5	68.7
.....	4 mos.	40	406	.....	762	1,235	8	1,099	1,440	45	74.8	59.3
Columbus & Greenville.....	April	168	140	.....	308	308	4	304	304	6	78.0	80.0
.....	4 mos.	1,688	1,400	.....	3,088	3,088	4	3,084	3,084	6	78.0	80.0
Delaware & Hudson.....	April	793	793	128	1,614	1,614	15	1,599	1,599	25	76.1	72.2
.....	4 mos.	7,930	7,930	1,280	16,140	16,140	150	15,990	15,990	250	76.1	72.2
Delaware, Lackawanna & Western.....	April	962	775	6,544	8,281	7,710	863	7,418	6,847	1,312	83.4	75.5
.....	4 mos.	9,620	7,750	65,440	82,810	77,100	8,693	74,117	68,437	13,128	83.4	75.5
Denver & Rio Grande Western.....	April	2,164	5,258	196	7,618	6,985	112	7,506	6,873	288	71.6	70.0
.....	4 mos.	21,640	52,580	1,960	76,180	69,850	1,120	75,060	68,730	2,880	71.6	70.0
Detroit & Mackinac.....	April	232	594	.....	826	826	3	823	823	5	64.3	64.3
.....	4 mos.	2,320	5,940	.....	8,260	8,260	30	8,230	8,230	50	64.3	64.3
Detroit & Toledo Shore Line.....	April	50	2,594	.....	2,644	2,644	3	2,641	2,641	66	71.7	71.7
.....	4 mos.	500	25,940	.....	26,440	26,440	30	26,410	26,410	660	71.7	71.7
Detroit, Toledo & Ironton.....	April	464	1,408	.....	1,872	1,872	25	1,847	1,847	98	60.9	38.7
.....	4 mos.	4,640	14,080	.....	18,720	18,720	250	18,470	18,470	980	60.9	38.7
Duluth, Missabe & Iron Range.....	April	566	2,033	.....	2,599	2,599	60	2,539	2,539	111	56.0	56.0
.....	4 mos.	5,660	20,330	.....	25,990	25,990	600	25,390	25,390	1,110	56.0	56.0
Duluth, South Shore & Atlantic.....	April	553	2,173	.....	2,726	2,726	42	2,684	2,684	71	79.6	79.6
.....	4 mos.	5,530	21,730	.....	27,260	27,260	420	26,840	26,840	710	79.6	79.6
Duluth, Winnipeg & Pacific.....	April	175	368	.....	543	543	4	539	539	2	92.7	92.7
.....	4 mos.	1,750	3,680	.....	5,430	5,430	40	5,390	5,390	20	92.7	92.7
Elgin, Joliet & Eastern.....	April	236	2,910	.....	3,146	3,146	23	3,123	3,123	115	84.0	82.3
.....	4 mos.	2,360	29,100	.....	31,460	31,460	230	31,230	31,230	1,150	84.0	82.3
Erie.....	April	2,224	44,309	.....	46,533	46,533	940	45,593	45,593	2,063	73.0	102.10
.....	4 mos.	22,240	443,090	.....	465,330	465,330	9,400	455,930	455,930	20,630	73.0	102.10
Florida East Coast.....	April	571	2,513	.....	3,084	3,084	42	3,042	3,042	78	68.8	68.8
.....	4 mos.	5,710	25,130	.....	30,840	30,840	420	30,420	30,420	780	68.8	68.8
Georgia Railroad.....	April	321	595	.....	916	916	9	907	907	34	84.0	108
.....	4 mos.	3,210	5,950	.....	9,160	9,160	90	9,070	9,070	340	84.0	108
Georgia & Florida.....	April	321	2,414	.....	2,735	2,735	37	2,698	2,698	129	80.3	82.8
.....	4 mos.	3,210	24,140	.....	27,350	27,350	370	26,980	26,980	1,290	80.3	82.8
Grand Trunk Western.....	April	952	4,578	.....	5,530	5,530	53	5,477	5,477	89	83.8	80.9
.....	4 mos.	9,520	45,780	.....	55,300	55,300	530	54,770	54,770	890	83.8	80.9
Can. Natl. Lines in New England.....	April	172	193	.....	365	365	3	362	362	3	76.6	76.6
.....	4 mos.	1,720	1,930	.....	3,650	3,650	30	3,620	3,620	30	76.6	76.6
Great Northern.....	April	8,305	15,631	704	24,640	24,640	334	24,306	24,306	412	115.8	74.8
.....	4 mos.	83,050	156,310	7,040	246,400	246,400	3,340	243,060	243,060	4,120	115.8	74.8
Green Bay & Western.....	April	224	347	.....	571	571	8	563	563	34	80.1	62.0
.....	4 mos.	2,240	3,470	.....	5,710	5,710	80	5,630	5,630	340	80.1	62.0
Gulf, Mobile & Ohio.....	April	2,766	6,088	.....	8,854	8,854	167	8,687	8,687	185	71.8	62.5
.....	4 mos.	27,660	60,880	.....	88,540	88,540	1,670	86,870	86,870	1,850	71.8	62.5
Illinois Central.....	April	6,537	18,989	1,316	26,842	26,842	279	26,563	26,563	392	73.7	67.6
.....	4 mos.	65,370	189,890	13,160	268,420	268,420	2,790	265,630	265,630	3,920	73.7	67.6
Illinois Terminal.....	April	355	732	.....	1,087	1,087	42	1,045	1,045	47	85.1	83.9
.....	4 mos.	3,550	7,320	.....	10,870	10,870	420	10,450	10,450	470	85.1	83.9
Kansas City Southern.....	April	891	3,117	104	4,112	4,112	39	4,073	4,073	96	56.4	56.4
.....	4 mos.	8,910	31,170	1,040	41,120	41,120	390	40,730	40,730	960	56.4	56.4
Kansas, Oklahoma & Gulf.....	April	327	380	.....	707	707	7	700	700	11	50.7	50.7
.....	4 mos.	3,270	3,800	.....	7,070	7,070	70	6,990	6,990	110	50.7	50.7
Lake Superior & Ishpeming.....	April	156	107	.....	263	263	13	250	250	45	54.7	54.7
.....	4 mos.	1,560	1,070	.....	2,630	2,630	130	2,500	2,500	450	54.7	54.7
Lehigh & Hudson River.....	April	96	274	.....	370	370	6	364	364	13	60.6	60.6
.....	4 mos.	960	2,740	.....	3,700	3,700	60	3,640	3,640	130	60.6	60.6
Lehigh & New England.....	April	180	629	.....	809	809	4	805	805	54	74.5	74.5
.....	4 mos.	1,800	6,290	.....	8,090	8,090	40	8,050	8,050	540	74.5	74.5
Lehigh Valley.....	April	1,163	4,697	801	6,661	6,661	26	6,635	6,635	159	82.3	82.3
.....	4 mos.	11,630	46,970	8,010	66,610	66,610	260	66,350	66,350	1,590	82.3	82.3
Long Island.....	April	360	1,216	.....	1,576	1,576	2	1,574	1,574	2	73.0	73.0
.....	4 mos.	3,600	12,160	.....	15,760	15,760	20	15,740	15,740	20	73.0	73.0



(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1954

Average mileage operated period	Name of Road	Operating Revenue and Expenses				Maint. Way and Structures and Deprec.				Operating Expenses and Deprec.				Net from railway operation	Railway tax operating accruals	Net railway income	
		Operating Revenue		Operating Expenses		Maint. Way and Structures and Deprec.		Operating Expenses and Deprec.									
		Per car	Total	Total	Total	Total	Total	Total	Total								
1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988
1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060
2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078
2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096
2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114
2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132
2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150
2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168
2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186
2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204
2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222
2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240
2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258
2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276
2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294
2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312
2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330
2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348
2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366
2367	2368	2369	2370	2371													

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MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1954

	Maint. Way and Structures	Maint. Equipment
1970	1.0	1.0
1971	1.0	1.0
1972	1.0	1.0
1973	1.0	1.0
1974	1.0	1.0
1975	1.0	1.0
1976	1.0	1.0
1977	1.0	1.0
1978	1.0	1.0
1979	1.0	1.0
1980	1.0	1.0
1981	1.0	1.0
1982	1.0	1.0
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2021	1.0	1.0
2022	1.0	1.0
2023	1.0	1.0
2024	1.0	1.0
2025	1.0	1.0
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2039	1.0	1.0
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2064	1.0	1.0
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2069	1.0	1.0
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2071	1.0	1.0
2072	1.0	1.0
2073	1.0	1.0
2074	1.0	1.0
2075	1.0	1.0
2076	1.0	1.0
2077	1.0	1.0
2078	1.0	1.0
2079	1.0	1.0
2080	1.0	1.0
2081	1.0	1.0
2082	1.0	1.0
2083	1.0	1.0
2084	1.0	1.0
2085	1.0	

# Here's why Magnus R-S JOURNAL STOPS give you

## Better Freight Car Performance

*Big improvement due to elimination of waste grabs, better journal lubrication, longer bearing life, reduced car servicing and maintenance requirements.*

**P**REVENT excessive axle displacement in freight car journal boxes and you lick the major source of bearing troubles. That's exactly what you do with Magnus R-S Journal Stops and here is how they help.

No over-run lining, no displaced packing, no crushed dust guard. You get better lubrication—not only because the packing is held where it belongs, but also because the box does not rise to compress packing during braking or impacts. That helps maintain journal-packing pressures—provides a constant feed of oil to the bearing. And because the bearing cannot be cocked off the journal, you won't trap any loose strands under the bearing crown. Oilers can service cars faster, too.

You can also get real benefits if you use R-S Journal Stops with pad or mechanical lubricators—or packing "containers." Bearings last much longer regardless of lubricating method—don't get the concentrated uneven

**This CAN'T HAPPEN when you use  
R-S Journal Stops**

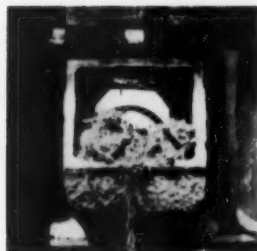
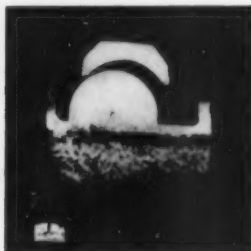
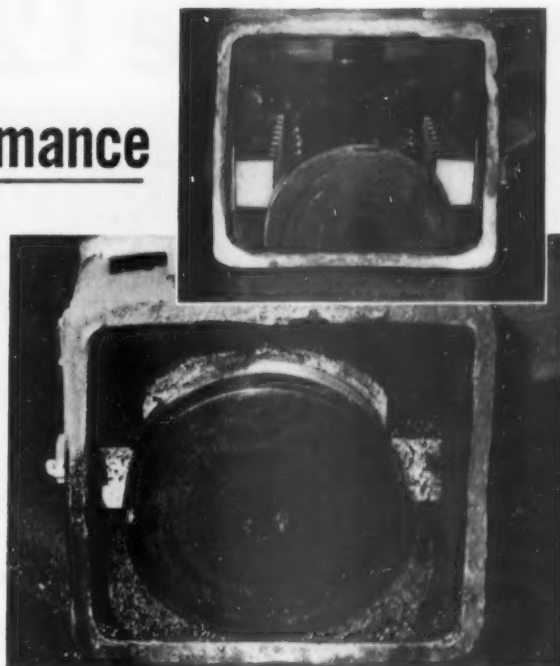


Photo of journal box at impact of 6 mph, showing how bearing is cocked off journal and packing is displaced.



When air and hand brakes are both applied, note how bearing and entire box are raised, compressing packing.



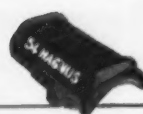
Journal box with R-S Journal Stops after flat switching impact at 11½ mph. Packing is still in proper position. Compare with photos below. Inset shows mounting of R-S Journal Stops with box jacked and packing, bearing and wedge removed.

loading that spreads linings, disrupts oil films. After two years' service, bearings originally applied with test sets of R-S Journal Stops were found to have crown bearing only 2½" to 3" wide—practically identical to conditions found at inspection after six months' operation. Dust guards were undamaged, and there was *only slight wear on the Stops*.

### **Now Available for Separable Boxes**

New designs permit application of R-S Journal Stops to separable boxes as well as integral-cast boxes—with the same big improvement potential. For complete details write to Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.; or 80 E. Jackson Boulevard, Chicago 4.

**MAGNUS**  
**Solid Bearings**



*Right for Railroads  
...in performance...in cost*

**MAGNUS METAL CORPORATION** *Subsidiary of* **NATIONAL LEAD COMPANY**



# "the Case of the Expensive Experiment"

***Are you paying too much for diesel locomotive repair parts?***

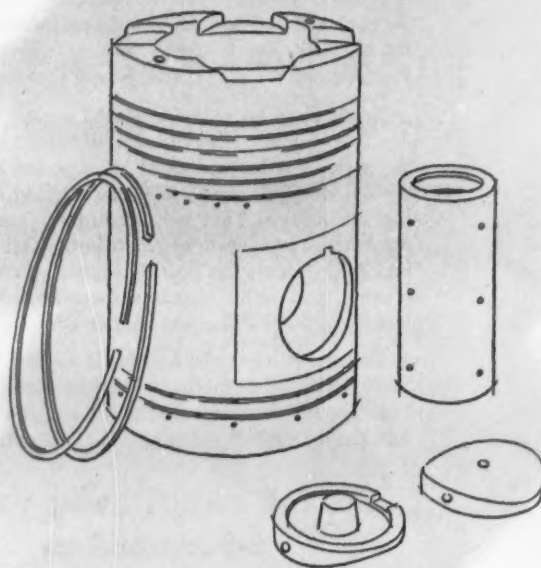
The *real cost* of your renewal parts may be higher than you think—if you're inclined to experiment with "just-as-good" substitutes instead by buying from the original manufacturer.

"Just-as-good" substitutes for Alco renewal parts may actually mean costly engine repairs, down time, and lost revenues. There are case histories in our files that prove this.

Take, for example, the railroad that "experimented" with piston rings in an Alco engine—buying and using so-called "just-as-good" substitutes because the price was attractive, regardless of inherent mechanical and metallurgical problems involved.

Result: One wrecked diesel engine  
and a monumental repair bill.

Renewal parts "experiments" are a risky business—and a risk you needn't take. That's why we say: Don't experiment . . . don't be fooled by costly "bargains" you can't afford . . . or parts you can't use. Specify *genuine* Alco renewal parts for your Alco locomotives.



**THERE ARE NO SUBSTITUTES FOR GENUINE ALCO PARTS**

**ALCO**

**AMERICAN**

# GENUINE ALCO RENEWAL PARTS GIVE YOU THESE FOUR BIG ADVANTAGES



**LATEST DESIGN FEATURES:** The connecting rod above, for example, has removable bronze piston pin bushings and precision crank pin shells. All genuine Alco parts incorporate latest features developed through Alco's extensive laboratory and field research—for better performance, greater operating economy and protection against failure.



**SUPERIOR QUALITY CONTROL AND FULL WARRANTY:** Quality control at Alco ranges from microscopic analysis of metals (above) to mechanical testing of giant forgings. Backed by full warranty, all genuine Alco parts meet strict specifications—specifications established by specialists in railroad motive power.



**SCIENTIFIC, UNIFORM PACKAGING:** Notice how this Alco radiator grid is protected from dirt, moisture and rough handling by VCI (vapor corrosive inhibitor) paper, cellulose wadding or dunnage, and a heavy cardboard box made for the part and sealed with steel straps. This is typical of Alco packaging—designed to eliminate damage and simplify your storage problems.



**MULTIPLE SUPPLY, SINGLE RESPONSIBILITY:** Strategically located Alco warehouses stand ready to meet *all* your renewal parts requirements. Alco warehouses offer you the many advantages of *multiple* sources of supply—including fast delivery, low shipping costs, low handling costs—plus the added advantage of *single* responsibility and a *single* purchasing contact.

*Contact your Alco Sales Representative today for further information.*

## LOCOMOTIVE COMPANY

Sales and  
Service Offices  
in Principal  
Cities

# New TIMKEN® heavy-duty cuts freight car roller *to bring the "Roller Freight"*



**Comes from factory pre-assembled and pre-greased ready to press  
on the axle right out of its carton**

*First heavy-duty bearing that fits all side frame types*

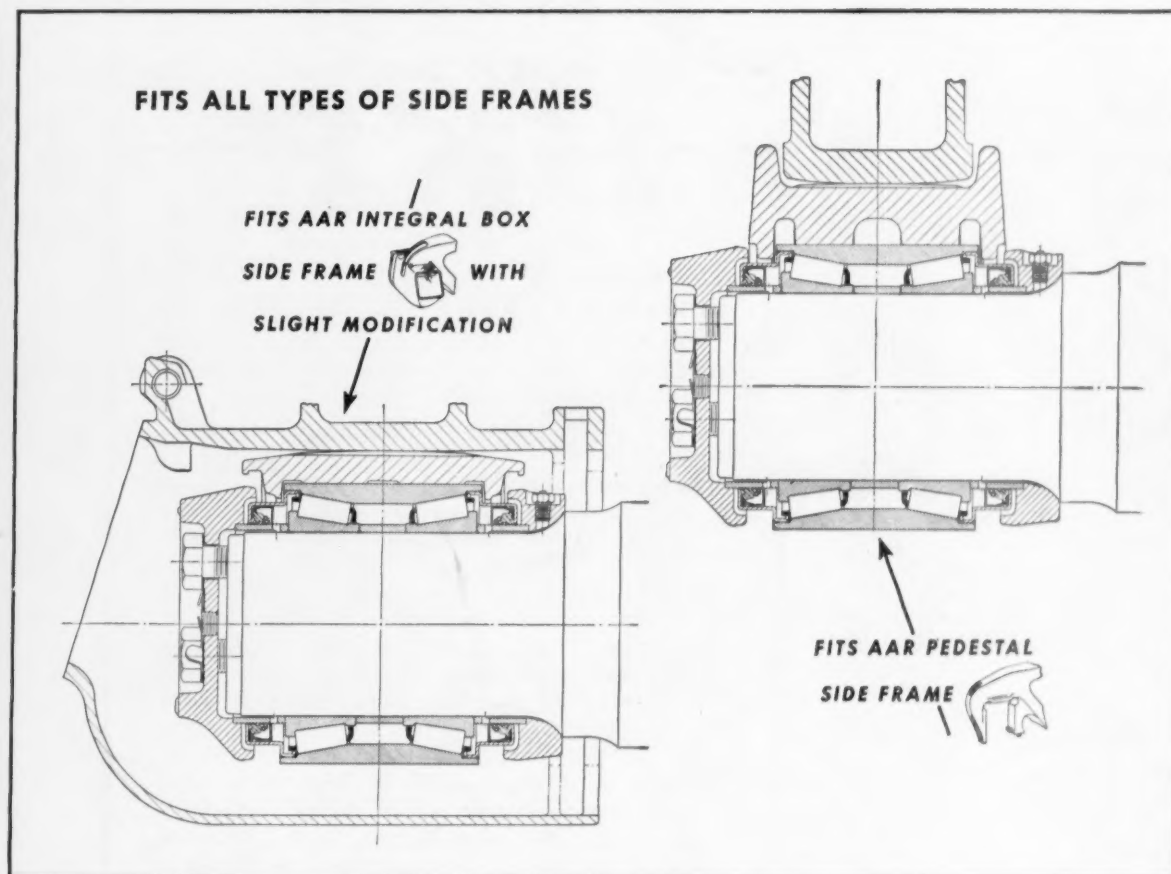
After years of development, The Timken Roller Bearing Company announces a revolutionary new *heavy-duty* Timken® bearing assembly that cuts the cost of applying roller bearings to freight cars 18% to 25%, depending on the size of car and type of side frame.

The lower cost results from 1.) a new, more economical *heavy-duty* design and 2.) production savings brought about by concentrating on one *heavy-duty* roller bearing assembly that fits all types of side frames for each size axle—5 x 9, 5½ x 10, 6 x 11 and 6½ x 12.

By slashing the initial cost of roller bearings for freight cars, the new Timken tapered roller bearing makes "Roller Freight" a more economical investment than ever — brings the coming "Roller Freight" age a big step nearer, with important benefits for railroads and shippers alike.



# bearing assembly bearing costs 18% to 25% *age a big step nearer*



The new Timken *heavy-duty* bearing assembly not only costs less to buy—it costs less to install, less to use.

Costs less to install because it comes from the factory pre-assembled and pre-lubricated with AAR-approved grease, ready to press on the axle right out of its carton.

Costs less to use because it's the first *heavy-duty* roller bearing assembly that fits all standard AAR types of side frames. No need to carry *two* types of spare axle assemblies for replacement.

The high capacity, yet low cost, of

the new bearing assembly is made possible by better utilization of space. The outer race acts as the housing, making room for the large, long rollers that assure high capacity and heavy-duty performance.

In addition to the big, extra cost-saving advantages of the new Timken bearing assembly, you get all the proven advantages of its tapered design. The taper makes Timken the only bearing you can count on to eliminate the hot box problem and cut operating and maintenance costs to a minimum.

Get the full story *today* of how the new Timken *heavy-duty* freight car bearing assembly can give you all the advantages of Timken tapered roller bearings at a new low cost. Phone, wire or write The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

**TIMKEN**  
TRADE-MARK REG. U. S. PAT. OFF.  
**TAPERED ROLLER BEARINGS**

since  
1939...the

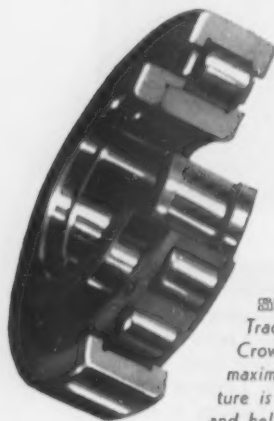
5

IMPORTANT IMPROVEMENTS  
IN TRACTION MOTOR BEARINGS  
WERE PIONEERED BY

**SKF**



*Pinion End Bearing with M-2 Roller Riding Cage. Disassembly for inspection is easy—just slide out the inner ring; you can then move the rollers out of the outer ring groove, and rollers and M-2 Cage slide right out. Reassembly is just as easy.*



*SKF Commutator End Traction Motor Bearing. Crowned rollers provide maximum capacity. Armature is positively stabilized and held in proper position in the motor frame. Has M-2 Cage—same as pinion end bearing—for easy disassembly and inspection.*

Here they are—the 5 most significant improvements in traction motor bearing design, all pioneered by SKF. . .

- 1939** - The use of crowned rollers provided significant increases in *capacity*.
- 1943** - Assisted Railroads in developing "sealed-grease lubrication."
- 1945** - SKF's "High Capacity" design provided still more capacity in the same space. Larger, longer rollers again increased capacity without requiring more space.
- 1948** - Improved cage design permitted easy disassembly and reassembly for inspection of all parts.
- 1952** - SKF's M-2 Cage Design, applied to *both* pinion end and commutator end bearings, further facilitates disassembly and reassembly. Sealed grease lubrication now permits running up to 500,000 miles without relubrication.

Today's SKF Traction Motor Bearings are the result of these milestones of design initiative—incorporating each of these technological advances to allow for a greater capacity and a reduction in maintenance costs.

Depend, as always, on SKF's leadership; depend, as usual, on SKF's uniform quality.

**SKF INDUSTRIES, INC.**, Philadelphia 32, Pa.—  
manufacturers of **SKF** and HESS-BRIGHT® bearings.

7530

**SKF**  
TRACTION MOTOR BEARINGS



NOW IS THE TIME FOR ALL GOOD RAILROADS (AND SUPPLIERS) TO COME TO THE AID OF THEIR INDUSTRY.....



THIS FULL PAGE  
ADVERTISEMENT WILL  
APPEAR JULY 1ST IN  
NEWSPAPERS ACROSS  
THE COUNTRY

There's a lesson for  
**BUSINESSMEN**  
in that familiar old  
station . . .

# EXCERPTS FROM A FEW OF THE 45 LETTERS RECEIVED FROM PROMINENT RAILROAD PRESIDENTS ENDORSING THE PROJECT

"I think the plan . . . is a very good one, and am particularly impressed with the sentence:

'And the first step in this direction is to convince the public that railroad management is making every possible effort to do everything it can under present circumstances; that railroad management is not simply passing the buck and blaming its shortcomings on the existence of too many hurdles.'

"Such effort on the part of our suppliers will be well worthwhile and a most welcome addition to what is now being done."

"I feel that a program such as has been proposed would be of real value to the railroads and to their suppliers . . ."

"I am in hearty accord with your approach, which is splendid in every detail . . . I am happy to endorse the basic philosophy as well as the long range objective."

"This is a very splendid effort and should be of great assistance to the railroads if handled along the lines of your suggestion. I am particularly in accord with your thought that we should avoid any more crying or pleading for sympathy, both from the standpoint of financial return and regulation."

"I am very impressed by the project, and I feel that your program will go a long way in transmitting to the public as well as the personnel of the railroad industry the message of railroad accomplishments in a manner that will engender believability and pride."

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such serious impedi-  
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just its income to com-  
mission makes restrictive  
tion, as management can  
Yet, in the face of all this,  
a by their own best steps.

9 billion to invest in modern-  
ery will spend \$400,000,000 on  
terminals, and \$400,000,000 on  
enger cars. During the past few  
men able to increase earnings—

although for a period of prosperity, the net return falls short of that  
obtainable by other industries. Moreover, improved equipment has  
made it possible to greatly increase efficiency in handling freight  
and passengers.

Of course, there's plenty left to be done. There's a multi-  
tude of money-saving new developments created by the  
railroads by the research arm of their Association, and by  
railroad suppliers. Under present aggressive railroad  
management, you can be sure ways will be found to take  
advantage of these new technological advances.

Why can't it be done more quickly—when it is so obvious that these  
new developments are certain to increase income? The answer is  
one that everyone with a budget knows all too well. Railroads can't  
reduce their tax bill, or spend money they don't have. In the interests  
of sound business management, they are reluctant to pile debt upon  
debt in order to take care of everything that ought to be done. It  
will take a long time and continued good management to earn enough  
to foot the bill, for in the end the money can only come from the sale  
of their services.

You can be sure that getting done all of the cost-saving things that  
have to be done is the prime objective of the railroad executive's  
life. He'll make it—but he could do it faster without the out-of-date  
government regulation and official interference with his reasonable  
freedom to manage. The entire economy would benefit from the  
added billions railroads could—and should—spend for new supplies  
and equipment.

... Actually, that old station that you know so well should be  
embraced as a monument—to the toughest, most frustrating, most  
trying job in the history of American business. And use all right to  
take off our hats to the men who are managing it.

**COMMITTEE OF RAILROAD SUPPLIERS**  
161 East 42nd Street, New York  
A VOLUNTARY GROUP OF RAILROAD SUPPLIERS  
INTERESTED IN BROADENING PUBLIC UNDERSTANDING  
OF THE RAILROAD INDUSTRY

## WHEN YOU LOOK AT AN ANTIQUATED RAILROAD STATION, YOU DON'T REALIZE . . .

... that railroads pioneered air conditioning—  
long before you found it generally in  
stores, offices, hotels or homes . . .

... that one along 225,000 miles of road are  
far-flung automatic devices that are  
silent helpers. These help to make  
you take on a train than at home . . .

... that continuing technological research and  
investment has put into operation  
electronic traffic control systems that  
are faster than any man can see, that  
think faster than any man can think,  
that decide quicker than any man can  
decide—and act quicker than a man  
can fix his trouble. These are spend-  
ing up service and improving freight  
handling.

... that during the past 6 years, for more than  
half of all steam locomotives have  
been retired, nearly 80% of all rail-  
road transportation work is done by  
Diesels—and the increased savings  
of diesel, along with other improve-  
ments, are contributing to the railroads'  
industry's financial resources for fu-  
ther improvement.

... that track and the component parts of  
ing stock have been improved  
thousand ways—to the point  
5,000-ton and even 10,000-ton  
can move safely and safely  
the continents . . .

... that research has been able to do  
many things to reduce or  
increase efficiency. For  
improved ways of preser-  
protecting crocuses saves  
\$250,000,000 a year.

All these things are true—true  
of \$25 billion in improvements in  
31 years. That's more than the  
entire industry spends for the  
or the booming automobile indus-  
growing chemical industry. Or  
cated management could esti-  
mated—especially in the in-  
that limit financial and re-  
sources which are afforded

## WHAT THE RAILROAD ASSOCIATIONS SAY ABOUT THIS PROGRAM:

"I am sure that the movement will be helpful in building a better public understanding and appreciation of the achievements of the railroads, and a more lively awareness of railroad problems."

William T. Faricy, President, Association of American Railroads

"It represents an engaging approach to a difficult subject matter, and in our opinion, it should make a deep impression. The lines which I represent in the Southwest will, I know, be most appreciative."

Jervis Langdon, Jr., Chairman, Association of Southeastern Railroads

"I most enthusiastically endorse the proposal as thus far developed. I think the theme upon which you have focused your attention is timely. I likewise believe that when all of the supporting data has been pulled together the proposed booklet will be very effective. The railroad industry is indeed grateful for the generous contribution of your Committee."

David I. Mackie, Chairman, Eastern Railroad Presidents Conference

"The projected campaign of the Committee of Railroad Suppliers to activate serious public consideration of railroad problems through emphasizing progressive accomplishments of the industry even though hampered by restrictive handicaps, is a commendable and impressive undertaking."

Harold M. Sims, Director of Public Relations, Association of Western Railways

HERE IS A CHANCE TO *REALLY ESTABLISH SOME UNDERSTANDING ABOUT THE JOB THAT RAILROADS HAVE DONE... AND THE INTERFERENCES THAT HAVE MADE THAT JOB JUST ABOUT THE TOUGHEST IN HISTORY*

Have people — even those close to railroads — lost sight of the considerable progress that railroad managements across the country have made? Do they realize that this is one of the most exciting stories that American industry has ever been able to tell?

The Committee of Railroad Suppliers will take this story to the nation this month: the story of progress, of sound and able management unsurpassed on the entire industrial scene. It will be told in a way that will attract the interest of people who are in a position to aid the railroads on many fronts, and to help them realize their full potential. Here's what will happen:

1. On June 30th in New York City, the nation's press and a group of distinguished citizens, at a special conference, will hear Ben Fairless, Chairman of the Board of United States Steel Corporation, review the progress the railroads have made, and attempt to indicate the true potential of the American railroad system as a factor in the American economy and as our basic means of transportation in war and peace.
2. In major newspapers across the country, the advertisement shown at the left will appear in full-page space.
3. Immediately afterwards, 25,000 leading business and financial men will receive a reprint

of this advertisement with a personal letter from the Executive Committee of the Committee of Railroad Suppliers. And before the impact of this has an opportunity to wear off, an estimated half million opinion makers will see the Committee's booklet — *A LOOK BEYOND THE STATION* — which sets forth the full story of railroad progress, and contains ample proof that the railroads, one of America's greatest resources, can have a sound future.

4. Railroads themselves and many suppliers will concentrate on the theme of progress during the months that follow in their own publicity and advertising, each telling of his own contribution to the story of progress and modernization on the rails.

This largely new, fresh approach to the railroad story has been worked out with the cooperation of several leading railroad presidents, the railroad associations, leading suppliers, and important businessmen outside the industry.

It is to the advantage of every railroad supplier to tie into this campaign — to help bring broader understanding about the industry of which they are a part and to which they look for their own prosperity.

THIS 40-PAGE BOOK  
WILL BE DISTRIBUTED  
BY THE COMMITTEE  
TO A HALF-MILLION  
OPINION MAKERS

A look beyond the station...

SEE HOW RAILROADS AND SUPPLIERS CAN TIE IN...TURN OVER THIS PAGE FOR INSTRUCTIONS...

.....a message from the COMMITTEE OF RAILROAD SUPPLIERS about the IMPACT CAMPAIGN to establish some facts that ought to be better understood



**TIE-IN**...make this the **BIG PUSH** to get across the facts everyone should know

There are many ways that railroads and their suppliers can help tell the remarkable story of railroad progress — and to help people understand how much more the railroads *could* contribute to the economy if they were permitted to operate more like other free enterprise industries. The suggestions that follow are typical.

...have a house magazine?

If you have a house organ, you will want to bring the story of railroad progress and of railroad potential to your employees and customers. The Committee of Railroad Suppliers will send you information upon request or will help prepare material for your use.

...have speakers?

The booklet: **A LOOK BEYOND THE STATION** will supply material for your speakers. Special speech material and prepared speeches are available by writing to the Committee.

...have advertising?

The insignia shown at the upper left of this page is available for insertion in supplier's and railroad's advertising. It is available in several sizes and forms. Use it in advertising scheduled to run during the rest of 1954, and on your letterheads.

...have personnel meetings?

Education, like charity, begins at home. Millions of Americans are directly affiliated with the railroad business — employees of the railroads, or the suppliers. They should know the story best — for they are the people who will be most anxious to tell it.

...have bulletin boards?

Copies of the advertisement will be made available for posting on bulletin boards. A limited amount of other material is also available for posting, and the booklets — **A LOOK BEYOND THE STATION** — can be bought for employee distribution at printing cost.

...want to distribute books?

Railroads, associations, and individual suppliers are distributing copies of **A LOOK BEYOND THE STATION** to customers and others whose support they want. These will be supplied in any quantity at cost, or will be distributed by the Committee at cost to any list.

...have publicity outlets?

Many firms affiliated with the railroad industry have their own publicity facilities. They can tell the story of their own progress — the developments which they have made possible for American railroads. For this is the story not only of the railroad systems, but of the suppliers who have been in partnership with them for more than a century in building the most magnificent railroad system in the world.

...want a school contest?

Some railroads and suppliers will want to utilize this opportunity to interest the schools in what the railroads are doing, and what great progress has been made. Suggestions for essay contests and similar projects are available from the Committee upon request.

...a new development to talk about?

There will never be a better time to tell the story of new developments which will contribute to the further progress of the American railroad system. If you have such stories, we urge you to tell the Committee as well as publicity outlets.

...does your local newspaper  
know what you're doing?

Use this opportunity to tell local editors what you are *doing*, or what you *have done* to help modernize the railroad system. They will be interested — and telling the story will make an important contribution to public understanding concerning railroad progress.

...can we help?

The Committee of Railroad Suppliers is a temporary group, set up solely for the purpose of managing this promotion — telling the story in a fresh, new way of railroad progress and railroad potential. If you have had a part in this progress, you have part of the story to tell. We want to help you in any reasonable way. Write to Fred Smith, Director, Committee of Railroad Suppliers, at the address below.

## COMMITTEE OF RAILROAD SUPPLIERS

161 East 42nd Street, New York

A VOLUNTARY GROUP OF RAILROAD SUPPLIERS  
INTERESTED IN BROADENING PUBLIC UNDERSTANDING  
OF THE RAILROAD INDUSTRY

SHIP BY RAIL    TRAVEL BY RAIL



# Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

**How should demurrage be computed in a case like this?**

A letter recently received commented upon the practice followed by yard employees of chalk-marking freight cars to indicate disposition. The writer asked if this practice is general; and, if so, how the correct marks are determined when cars frequently carry so many of them?

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

## **Set up two accounts.**

A car arrived at billed destination, consigned to "B," with stop-off for "A," both consignees being located at the same station. Both consignees removed their portions of the load without any physical movement of the car between the transactions. A stop-off charge was assessed. How should demurrage be computed.

In view of the fact that a stop-off charge was assessed, two demurrage accounts should be set up, one against "A" to run until he had completed removal of his portion of the load, the second against "B," thereafter, until the car was completely unloaded. —*Eastern Association of Car Service Officers.*

## **Chalk marks are useful; seldom confusing.**

(1) We do not use chalking except on empty cars being returned to connections. These cars are pool-marked in chalk by car inspectors. We use the tagging system to show disposition of cars. When cars are received from connecting lines for placement at city wharves or industries, or for delivery to connecting lines, they are tagged and marked in heavy black pencil on the working side by the interchange clerk, showing where the car is to be placed or delivered. The foremen of our switch crews check these tags, and switch cars accordingly for delivery.—*C. J. Laigast, superintendent transportation, New Orleans Public Belt.*

(2) The chalking system is used generally in this area, and I have found practically the same system used at each yard location on the New York Central to which I have been assigned. The destination of a loaded or empty car, plus the date, is the basic information shown, and assists the yard conductor in preparing a switch list before actual switching commences. This is especially true where switching is flat or level. While cars are chalked, the basic information required in a hump classification yard is furnished on a Teletype list for the hump conductor. The chalk marks may still serve him as a double check against his list, and also assist the conductor in the reclassification yard where cars will be switched for local destinations. Chalk marks may often keep a car from going astray in case it gets on to the wrong track during the classifying process. . . .

There is little difficulty experienced in distinguishing marks. The chalkers in any yard learn to restrict the location of their marks to a certain area on the car. Switchmen, accordingly, expect to find the chalking in which they are interested in that area on the car. In case of doubt, the date would be the deciding factor.—*F. I. Doebber, trainmaster, New York Central, Albany, N.Y.*

(3) Chalk marks indicate only immediate disposition or territory (track or siding or where certain cuts are to be made), for the convenience of the

conductor and members of the crew as they get out of touch with one another. "OUT MTY 1/24," for example, is one of the common marks to indicate local disposition to crew members on a switcher making its rounds of various private sidings.

In larger yards, upon arrival of a train and while inspectors disconnect hose, bleed air, and look for defects, a clerk takes the inbound manifests, compares car numbers and manifests, and marks with white chalk on car sides for classification track number close to the lead end of each respective cut, with the same number on the trailing end of the car ahead. (This double marking not only confirms that the marking is not an old one but is of benefit to the switchmen in identifying one cut in advance).

In a rider-hump operation, chalk marks are indispensable to riders in placing themselves and testing hand brakes before the pin man gets to a cut as it approaches the apex of the hump. Cars to be weighed are usually identified by a simple "X" chalk mark or the letters "WGH." On some hump operations, due to the steep drop from the hump apex, and then leveling off to a minimum grade, loaded cars are chalked with a prefix of 100, i.e., empty cars would be chalked for "15" track, while loaded cars for the same track would be chalked "115." Riders, therefore, have some idea of how to handle brakes for the cut.

The maintenance of equipment department has a uniform chalking system. Cars receiving terminal inspection are marked: AEB | 1 which means:

104	24
Altoona East Bound	Month
Roster No. (of inspector)	Day

These marks have value to m. of c. supervisors in quickly determining responsibility for failure to note defective brake beams, journal boxes, etc. They also are used in determining identity of loaded cars which have become separated from their billing.

It is felt that chalking serves a very useful purpose in proper handling of cars in yards.—*George Bender, yardmaster, Pennsylvania, Altoona, Pa.*

# GATX tank car service station

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Steam rack where 24 tank cars can be cleaned at one time

GATX tank cars are never more than a few hours away from "home base."

More than 30 General American repair shops give the 47,000 GATX tank cars their periodic steam-cleaning, lubrication, maintenance and inspection. Specialized equipment and parts inventories used in building more than 200 types of tank cars are also available for the repair and maintenance of the GATX fleet.

General American's experience gained in designing, building and operating railroad car fleets and shops for over 50 years gives shippers more dependable service for transporting liquids in bulk and greater flexibility of car types.

Car repair shops throughout  
the U.S.A.



GENERAL AMERICAN TRANSPORTATION CORPORATION  
135 South La Salle Street, Chicago 90, Illinois  
Offices in principal cities

## Time to Cut Down On Public Controversy

The magazine "Printers' Ink," which speaks with authority in the field of commercial publicity, has expressed the opinion that the contest for control of the New York Central has not enhanced the reputation of private business in the minds of the general public. When business groups, in the heat of controversy, say things which are uncomplimentary of each other—the general public is sometimes inclined to believe both sides. However that may be, this and other proxy battles for railroad control have inevitably engendered a great deal of bitterness which it would help the railroad industry to minimize as quickly as it can.

If Sears Roebuck doesn't want to collaborate with Montgomery Ward, or if Ford and Chrysler do not have close contact with each other, their several businesses can, nevertheless, continue giving acceptable service to their customers. But it is not so with the railroads—in railroading, the most relentless rivals must work with each other to provide satisfactory service to patrons. Feuds of the Hatfield and McCoy variety just won't do in the railroad industry. When the Chesapeake & Ohio withdrew from membership in the Association of American Railroads in 1946, the actual fact was that that withdrawal involved only a fraction of AAR's total activities. In some nine-tenths of AAR's operations, the C&O has continued to participate and, indeed, within the last couple of years a C&O officer has headed one of the AAR's most important divisions.

In a "Meet the Press" television program just a few days before the New York Central stockholders' meeting was held, Robert R. Young made it clear that he is fully aware of the necessity for inter-railroad cooperation, if innovations in equipment are to be adopted. The interchange of traffic and rolling stock are basic to the railroads' public service; and, interchange is impossible without inter-railroad cooperation.

There is no reason known to us why Mr. Young should not continue to give full effect to his understanding of this situation—and if the rest of the railroads will continue, as they have right along, to meet him half-way in so doing—then the recent interchange of critical observations should be soon forgotten, and the sooner the

better. Because, as a plain matter of fact, there are too many "outsiders" enjoying open season on the railroads for railroad people to be able to afford the luxury of publicly heaving bricks at each other. Quite likely such tactics are unavoidable in a hot proxy fight, but prudent men will certainly not have any irresistible urge to continue them, when they no longer serve any really useful purpose.

Indeed—quite apart from recent proxy contests—there has been in recent years an undesirable volume of inter-railroad controversy on other questions. Take, for instance, the matter of per diem payments for freight car rental. This subject is highly complex and highly controversial. Principals in such a controversy, who have reached their conclusions after arduous study, cannot be expected to give way on their positions without a fight—merely to promote the cause of sweetness and light. On the other hand, could not the litigants be assured of the same degree of objective consideration of their sharp differences from a small board of able arbitrators, as they can hope to get from the Interstate Commerce Commission? The disadvantage of calling on the ICC to assume the roll of arbiter in such ultra-industry conflicts as this is that all the critical observations the litigants, perforce, make about each other become matters of public record—often providing easy ammunition to "outside" attackers.

This paper gave no great amount of space to the record in the great inter-territorial controversy over freight rate divisions, because it believed such publicity was a disservice to the industry. The witnesses could in no way be censured for the statements they made—since their opinions were (certainly in overwhelmingly predominant measure) honestly and competently held; and since the net income of their companies was heavily involved. But couldn't just as objective a solution to this controversy have been obtained by arbitration (if, of course, a legal means could be found to provide for it) as by resort to a public tribunal?

In the Book of Job, chapter 31, verse 35 appears the following observation: "Behold, my desire is . . . that mine adversary had written a book." That expression may be extended, as an admonition, to include any kind of public controversy—in the public prints or in the record of public tribunals. Controversy is inevitable and is by no means, always, unhealthy. But the sooner mended and the less public, the better—especially in the railroad business where it is impossible for rivals not to work together, if the public is to receive efficient service from the industry.





BRILLIANTLY LIGHTED, the waiting room windows and emblem on the pylon provide a nighttime landmark. Note "stacked" brick effect of pylon.

IT'S 'QUAKE RESISTANT, TOO . . .

## New Station, Better Location

Milwaukee builds Tacoma depot near shops to eliminate long service movements of equipment—Facility replaces obsolete frame structure



**CLUB-TYPE ATMOSPHERE** of waiting room is designed to enhance passenger comfort

Combining the simple beauty of modern design with utility and passenger comfort, the Milwaukee recently completed a new passenger station at Tacoma, Wash. Placed at a convenient location away from congestion in the heart of the city, the new structure is served by adequate traffic lanes from two boulevards—East Eleventh street and Milwaukee Way avenue. It replaces an obsolete frame structure located in the downtown section of Tacoma, about two miles from the present site.

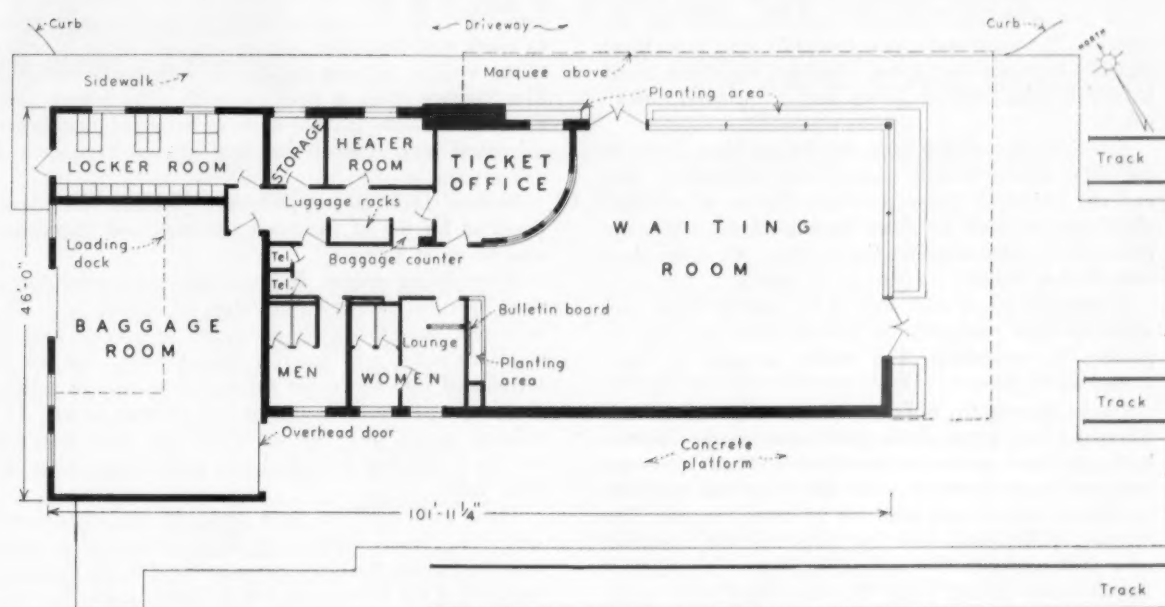
Since Tacoma is the western terminus of the Milwaukee's passenger service, all trains must be turned and completely serviced before starting their eastbound runs. The new station is located adjacent to the road's shop facilities, thereby eliminating delays inherent in the long movements from and to the old depot. With a tight turnaround schedule it was formerly necessary to maintain a complete standby train to assure on-time depart-

ture. Under present operation, it no longer is necessary to maintain this standby equipment.

The station building is 46 ft by 100 ft in plan, and is surmounted by a masonry pylon approximately 32 ft high. A stainless steel silhouette-type sign, illuminated with mercury-vapor tubing, reading "The Milwaukee Road," is located near the top of each of the broad faces of the pylon. These signs readily identify the station for a considerable distance in either direction along East Eleventh street. The depot is served by three stub tracks complete with platforms and a platform canopy.

#### **Is Earthquake Resistant**

Since the Tacoma territory is located in an area classified as being subject to severe earthquakes, building ordinances specify that construction shall be earthquake



**PLANNED** for utility, the new depot coordinates working space with complete passenger facilities.



**STORE-FRONT FENESTRATION** in waiting room provides outlook on wide driveway and train platform.

resistant. The new depot was designed to comply with these regulations. The foundation is of reinforced concrete with spread footings and concrete floor slabs. The superstructure is of reinforced brick and steel.

The brick walls are reinforced at the corners with Blok-Mesh which is laid horizontally between the brick courses. This reinforcement is spaced two feet on centers vertically and extends three feet each way from the corner. Parapet walls incorporate a specially designed type of bonded beam consisting of a 3½-in. continuous angle to which ¾-in. round reinforcing bars are welded in a herringbone pattern. These bonded beams are welded at the corners of the building to provide a continuous ring of reinforcement. All interior partitions are reinforced with Blok-Mesh laid horizontally in every fourth joint. A wood roof deck, covered with a 20-year built-up tar-and-gravel roof, is supported by open-truss-type steel joists. These trusses are supported by and are welded to the longitudinal angles of the bonded beams.

A smooth-faced, titian-colored brick, similar to Roman brick but of an unusual size, has been used for the exterior. The main walls have been laid with a modified Flemish band. In the pylon, however, this band motif is varied with vertical joints and a "stacked brick" effect.

Fenestration includes large ranch-type glass areas on the sides of the waiting room facing Milwaukee Way and the trainshed. Store-front type frames of extruded aluminum are used for these fixed windows, which are glazed with glare-reducing tinted glass. All other door and window frames are also of aluminum.

A marquee along each side of the waiting room provides weather protection to patrons arriving and departing by automobile. The station grounds are landscaped and lighted.

On the interior the walls are faced with glazed ceramic tile of a pastel green shade which matches the Milwaukee's standard green interior paint. These tiles are anchored to the exterior walls with wire ties vertically reinforced with Pencil rods set in cement mortar. The terrazzo floors blend with the walls and are composed of a dark green binder and an aggregate consisting of lighter green marble chips. The suspended type ceiling is of acoustical fiber-glass tile. Set flush with the ceiling

are Troffer type instant-starting fluorescent lighting fixtures with translucent plastic faces.

The ticket office is enclosed by a curved wall covered with glazed tile to the counter level. The space between the three ticket windows is faced with anodized aluminum in fluted sheets. An illuminated sign above the windows designates the ticket space. A gold tone photomural, depicting Chicago's lakefront skyline, fills the area between the sign and the ceiling.

The waiting room is furnished with lounge-type aluminum furniture, upholstered in plastic and arranged to impart an informal club atmosphere. An interesting feature is the train bulletin board, which is located in an illuminated recess above a "planter" area.

Adjacent to the women's toilet is a lounge equipped with vanity tables and mirrors. Booths have been installed in the corridor serving the toilets to provide both telephone and telegraph service.

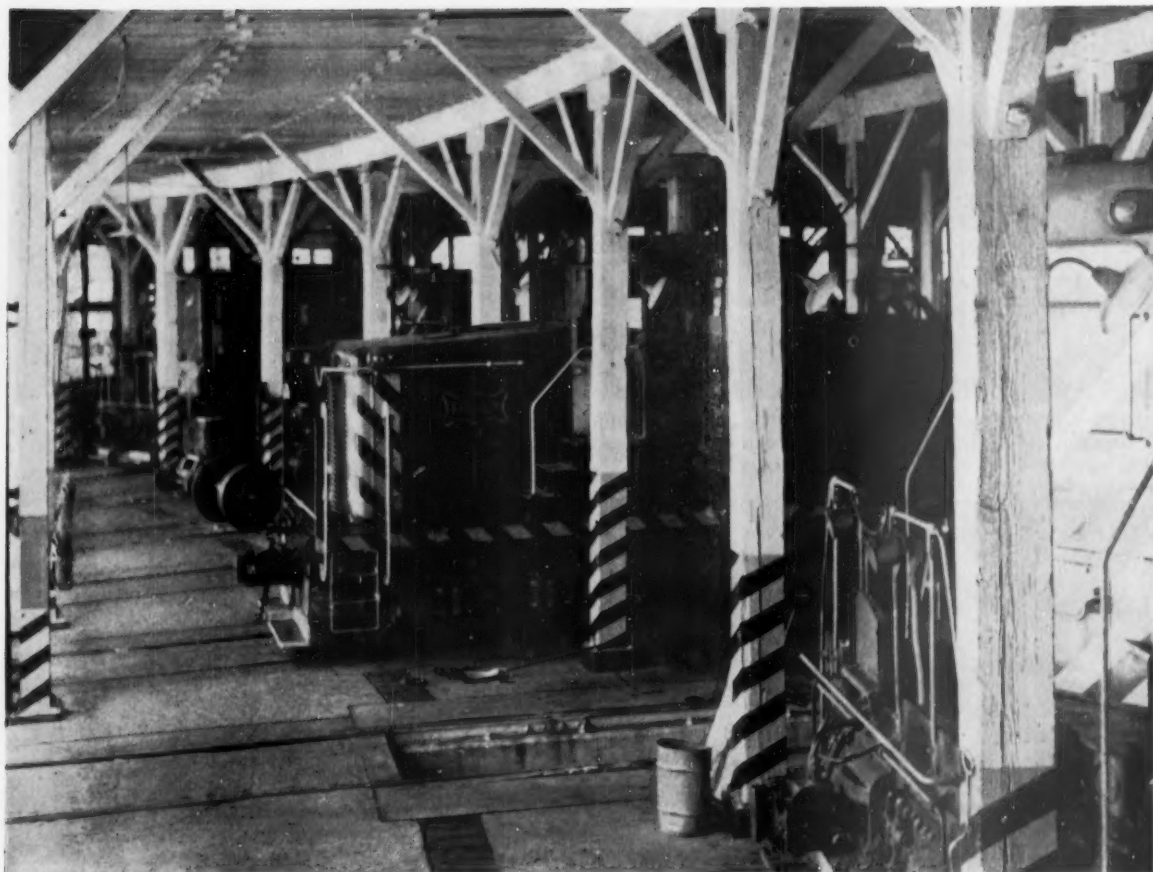
A service hall connects the ticket office with the baggage room. A checking window opening from this hall into the toilet corridor permits ticket-office employees to check and store baggage on luggage racks adjacent to the window, without leaving the vicinity of the office. The baggage room is equipped with a truck-high platform and outside tailgate dock so arranged that heavy shipments may be easily handled between baggage and delivery trucks.

Welfare facilities complete with lockers have been provided for use of passenger trainmen and enginemen who tie up at Tacoma.

A ventilating system, designed for year-around operation, provides enforced circulation of outside air. The system is thermostatically controlled to provide heat to compensate for cold exterior temperatures. The air is introduced into the depot through a system of ceiling ducts equipped with anemostat and register outlets. The exhaust system picks up the air at the floor line and returns it through ducts laid in vitrified pipe below the floor slabs.

These new facilities were designed and constructed under the general direction of W. G. Powrie, chief engineer, and under the direct supervision of K. E. Hornung, architect of the Milwaukee. Ray R. Kelley & Co., Tacoma, was the contractor for the project.





GOOD ROUNDHOUSES have been converted to diesel work. The Frisco has but two—Ft. Smith, Ark. (above) and Tulsa, Okla.



## What Kind of Shops

### FOR DIESEL MAINTENANCE?

Is it best to build new? Or remodel? Are centralized shops better? Or can some decentralization be made to work?

The initial economies of dieselization—reduced ownership of equipment, reduced servicing equipment, greater fuel efficiency, and greater power and flexibility—have been pretty well realized in recent years. With most railroads heavily or completely dieselized, new and different problems are assuming greater importance. As the diesel fleet on an individual railroad grows older, maintenance problems begin to multiply. This in turn leads to the problem of proper and efficient maintenance facilities. Should new shops be built? Or old shops converted? Is it best to centralize all heavy maintenance? Or should some work be handled in outlying shops?

As one of the first major railroads to become completely dieselized, the St. Louis-San Francisco has defi-

nately moved into the second phase. Its overall maintenance policy is typical in the sense that it follows the

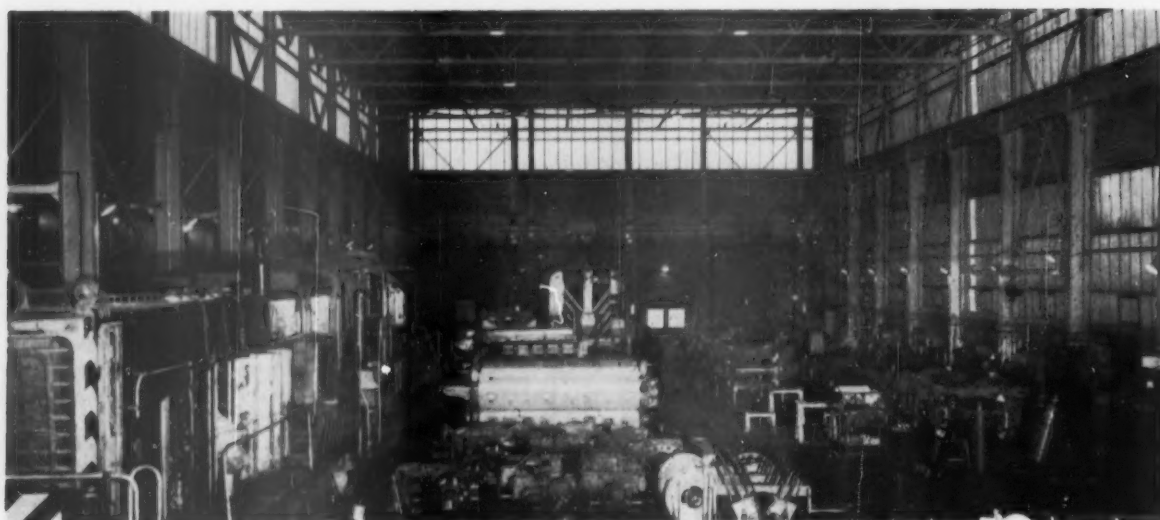
This article is the second in a series on contemporary railroad management: its goals, its methods and its outlook. The series is being presented in the form of a case history of the St. Louis-San Francisco, its problems and how they are being handled. The first article, "People Are Management," appeared in the issue of May 3, on page 34. Other articles in the series will be presented at intervals, over a period of several months.



**MOST OF THE FRISCO'S** outlying steam servicing facilities were not worth retaining. This Wichita facility (left) was replaced by the one-stall shop building with pit, shown at right.



**OLDER BUILDINGS** cost more to heat and maintain, but offer more space at lower cost. Converted steam shop at Springfield, Mo.



**HIGH CONSTRUCTION COSTS** limit the size of new shop buildings—hence some overcrowding. New shop at Springfield, Mo.

general pattern (insofar as there can be said to be a "pattern"), with many and wide variations in details. As on all roads, conditions existing before dieselization strongly influenced diesel maintenance and operation.

### Shop Building Program

Dieselization brings a need for an entirely different kind of shop. And it is always a question whether it is better policy to convert an existing structure in sound condition for diesel maintenance, or to build an entirely new shop which can be laid out exactly as desired. Conversion is usually cheaper, though the finished building is apt to be more expensive to heat and maintain. Conversion may also get around the congestion problem—the need for compressing much into small space—which sometimes results from today's high building costs.

Generally, however, the Frisco has preferred to build completely new structures for diesel servicing, maintenance and repair. It feels that, by minimizing space to that absolutely required to do the work, the shop can be kept neater and productivity increased because much less time and effort is spent in moving men and materials about. At outlying points there was the added reason that most existing structures were not in sufficiently sound shape to justify retaining. The more modern roundhouses, those with brick walls and concrete floors, have, however, been converted to diesel work at larger points where facilities had to be retained. At smaller points where it was possible to dispense with the facility, abandoned steam roundhouses, shops and maintenance facilities were torn down and the area opened for industrial development.

In line with this policy, a new shop building was erected at Springfield to handle all diesel servicing at that point, and most heavy repair operations. Among the reasons for constructing a new shop instead of converting an existing shop was that the Frisco anticipated early and extensive acquisition of diesel locomotives and desired to establish as efficient maintenance facilities as possible to take care of this power. There was a period of time when facilities for maintaining both steam and diesel power were required. Prior to construction of the new shop, there was little need for heavy-work space on diesels as the fleet was small and consisted almost entirely of yard switch engines. Servicing and what repairs were made were accomplished in existing steam space.

The new main diesel shop at Springfield, completed early in 1950, allowed for future expansion by means of a readily removable wall on one side and a diesel stores facility under the one roof which could later be moved into a new building of its own. But dieselization grew so fast that by the end of that year the shop was already too small. By the middle of 1952 an entirely new, adjacent diesel stores building was completed, and the diesel shop expanded into the space thus vacated. Additional servicing capacity was gained by adding four tracks beyond the removable wall. Heavy electrical equipment work, and major body repair activities, are performed in a portion of the old steam erecting shop.

The Frisco did one thing substantially different from what most roads did with buildings no longer needed for steam repairs. Little of the total area has been taken

over by the mechanical department for either car or diesel work. Much more has gone to the engineering department, and sizable sections in the several buildings have been converted to signal department work, bus and truck service, rail reclamation, etc.

Heavy repairs to all diesels (insofar as there can be said to be agreement among railroad men as to what constitutes heavy diesel repairs) are performed at the main shops in Springfield. Larger outlying points do, however, handle a substantial share of repair work on switchers assigned to the point, to the extent that repair work can be performed by inspection forces. Engine removals are done at Springfield only. Extensive repair work on traction motors and main generators also is done at Springfield only; complete overhaul is handled by unit exchange.

There was, however, a period of transition when, due to lack of space at the central shops in Springfield, some heavy work on locally-assigned switchers was handled at outlying points. During the past year areas in the old steam shop have been converted to diesel work—increasing total space sufficiently to permit handling all heavy work at this one centralized location. All power is now given major overhaul at this point, with all road locomotives being pooled out of Springfield, and switchers from outlying points worked in and out in local service.

### What Diesels Have Done

What advantages does dieselization bring? The Frisco went into dieselization with a better-than-average fleet of modern steam locomotives whose general performance was good. The greatest benefit has been the elimination of intermediate engine terminals, and the reduction in required train mileage. The essential change is shown thus:

	1946-7 (Before dieselization)	1953 (After dieselization)
Gross ton-miles per train-hour .....	30,000	48,000
Average gross tons per train-mile .....	1,600	2,600
Average freight train speed (mph) .....	19.5	17.3

These averages would indicate that the Frisco is moving heavier trains at slower speeds. Actually management feels that this does not present a true picture of the results of dieselization, citing the following interesting, though simplified and hypothetical, example of how both main and branch line speeds can *increase*, yet the average of the two *decrease*:

	Through Train-Miles	Speed (mph)	Local & Branch Train-Miles	Speed (mph)	Total Train-Miles	Average Speed (mph)
1945	600,000	30	400,000	10	1,000,000	22
1952	200,000	33	400,000	12	600,000	19

This seeming inconsistency, of two things increasing while the average of the two decreases, can occur when most of the reduction in train-miles is made in through freight service because tonnage is available to take more advantage of the diesel's greater pulling force. With less or no reduction in the lower-speed branch and local train-miles, the percentage of these miles to the total increases (from 40% to 67% in the example). Actually, on the Frisco, through freight-train speed has increased from 19.8 mph in 1947 to 21.9 in 1953. Train-miles were reduced by about the same percentage as in the example, and all of it in through train-miles.





Paul H. Van Hoven



Fred J. Voss

## Fred J. Voss New DM&IR Chief

Acting chief executive officer since retirement of Paul Van Hoven last December 31, he is now president and general manager of the nation's top ore hauler

Fred J. Voss, vice-president and chief engineer of the Duluth, Missabe & Iron Range since 1952, and acting chief executive officer of the road since January 1 of this year, has been elected president and general manager (*Railway Age*, June 7, page 50). He succeeds Paul H. Van Hoven, who retired as president at the close of 1953. Harry A. Smith, assistant chief engineer since August 1949, has been appointed chief engineer, succeeding to Mr. Voss' engineering responsibilities. (Mr. Smith's career is outlined in the "Railway Officers" news column elsewhere in this issue.)

Long a vital factor in the nation's steel industry, the DM&IR connects Minnesota's Missabe and Vermillion iron ore ranges with Great Lakes shipping at the ports of Two Harbors and Duluth. Built to heavy-duty standards and operating some of the biggest steam locomotives in North America, the 567-mile DM&IR is the largest iron ore carrier in the U. S. Its basic operations are geared almost entirely to the navigation season on the Lakes. For this reason, its operating ratio is abnormally high during winter months, when heavy repairs are carried out on its approximately 14,000 ore cars.

Terminal facilities at lake ports include two ore docks, a coal dock and a limestone dock at Duluth, plus three ore docks, a coal dock and a merchandise dock at Two Harbors. The number of employees varies with the sea-

son—generally from about 3,500 to 5,500. The road owns 176 locomotives—all steam except for 15 diesel-electric switchers. Passenger service is operated only between Duluth and Winton, about 118 miles to the north in the Vermillion Range. Recently the company acquired a Budd RDC-3 self-propelled combination mail, baggage and passenger car to handle this daily round-trip operation.

### Civics and Safety

Mr. Van Hoven was born at St. Paul and attended St. John's University, Collegeville, Minn., and St. Paul College of Law, St. Paul. During summer vacations he worked in the stores department of the Great Northern. He began permanent railroad work in 1907 as rate clerk for the Northern Pacific at St. Paul and later joined the Chicago, St. Paul, Minneapolis & Omaha there in that same capacity. After having risen to the post of chief clerk in the accounting department of the "Omaha," he left St. Paul to become chief clerk to the auditor of the Duluth, Missabe & Northern (a DM&IR predecessor) at Duluth. During World War I he served as federal auditor of that road and in 1920 was named assistant auditor. From 1923 through 1928 he was wage schedule supervisor and assistant auditor, after which he served for two years as assistant to general manager. In September 1930, he was named executive assistant to president and in February 1934 was elected first vice-president.

The present Duluth, Missabe & Iron Range was formed in July 1937 by consolidation of the DM&N and the Spirit Lake Transfer Railway. In January 1938, the company acquired all capital stock of the Duluth & Iron Range and the Interstate Transfer Railway—both of which had been operated by the DM&IR under lease since formation of the new company. Mr. Van Hoven continued as first vice-president until June 1944, when he was named president and general manager. At the time of his retirement he was also a director of the company.

An incessant worker on matters of safety and accident prevention, he has been credited with much of the continuing drive behind the DM&IR's unusual safety record. His many and varied civic activities have also reflected his interest in safety. The list of civic and philanthropic organizations he served while heading the railroad is a long one that includes several public safety groups.

Mr. Voss, a native of Duluth, received his Bachelor of Science degree from Purdue University in 1926 and entered railroad service that same year with a surveying crew on the DM&N. In 1927 he joined its valuation department, but in 1928 left the railroad business to become field engineer for the Portland Cement Association. In 1931 he joined the Whitney Materials Company, Duluth, as sales engineer, but returned to his former duties with the cement association in 1933. He came back to the DM&N in 1936 as inspector, office of president. In 1939 he was named assistant to vice-president of the DM&IR—a position he held until 1944, when he was named vice-president. In 1952 he became vice-president and chief engineer—the position he held prior to his election as president and general manager. Like Mr. Van Hoven, Mr. Voss has taken an unusually active part in civic affairs throughout the territory served by the DM&IR.



N. R. CRUMP, executive vice-president, Canadian Pacific (left), spoke at the annual luncheon and labeled competition "the basic economic fact" in modern transportation. Introducing him is J. W. Harman, superintendent, Toronto Terminals division of the CPR, and outgoing president of the association . . .



K. A. BORNTRAGER, executive vice-president—operations and maintenance, New York Central, delivered the "charge to the superintendents" as the meeting opened. He urged that standards be set up to select and train supervisors, thus providing a "pool" of promotable material for management . . .



B. W. TYLER, JR., assistant general manager of the Pennsylvania at Pittsburgh, was elected president of the superintendents' association for 1954-55, succeeding J. W. Harman . . .



AND A TRIO of transportation superintendents (above) discussed efficient use of freight cars with A TRIO OF operating superintendents (below). Major area of agreement for the panel: "Service is all we have to sell."

## Service: Key to New Business

Need of railroads to strive for sharper, faster service is undertone of three-day meeting of the superintendents' association

The quality of today's railroad service, and its effect on business, is a matter of increasing concern to railroad superintendents, judging by views expressed at this year's annual meeting of the American Association of Railroad Superintendents. The group held its 58th regular annual session June 8-10 at Chicago, and the members spent three days discussing and trading ideas on problems they

live with—diesel utilization, merits of flat and hump switching, employee morale, how to conduct investigations, and ways to clear derailments. Registration at the meeting was a near-record 418.

In addition to active discussion of six committee reports, the group this year heard addresses by N. R. Crump, executive vice-president, Canadian Pacific, and

K. A. Borntrager, vice-president—operations and maintenance, New York Central. W. P. Kennedy, president of the Brotherhood of Railroad Trainmen, spoke on "Safety," and R. J. Alexander, director of transportation for the Post Office Department, outlined the department's views on transportation of mail.

### New Officers

Officers elected for the coming year included Mr. Tyler as president (see photo); G. M. Leilich, general superintendent, Western Maryland, first vice-president; H. H. Clark, superintendent transportation, Erie, second vice-president; J. C. Starbuck, general superintendent, Burlington, Iowa, third vice-president; J. A. Craddock, superintendent, Delaware, Lackawanna & Western, fourth vice-president, and D. E. Ferner, superintendent transportation, Chicago South Shore & South Bend, treasurer.

A highlight of this year's meeting was a seven-man panel discussion on the responsibility of the superintendent of transportation and the operating superintendent for efficient use of freight equipment. Mr. Clark, who heads the Transportation Officers committee, set up the panel, and W. H. Schmidt, Jr., executive editor of *Railway Age*, served as moderator.

As in other parts of this year's program, there was general agreement among panel members that the first concern of both the transportation and operating superintendent should be to provide service aimed at holding business and winning new customers.

H. L. Scott, assistant superintendent—transportation, Norfolk & Western; E. L. Morrison, Jr., superintendent freight transportation, Chesapeake & Ohio, and E. C. Leather, superintendent transportation, Western Maryland, represented the transportation officers' point of view. Speaking for the operating side were Mr. Craddock; F. J. Mulligan, superintendent, Erie, and G. R. Bowman, general superintendent, Nickel Plate.

### Cars and Customers

Mr. Mulligan pointed to the obligation of an operating superintendent to be "traffic minded," and Mr. Bowman, commenting on tonnage vs. service, leaned in the direction of service. "Service," he said, "is all a railroad has to sell."

Mr. Craddock noted that prompt handling of empties is essential, and since they have to be moved sometime the added expense for promptness, if any, appears justified.

On the opposite side, the transportation officers had these suggestions: Mr. Scott said if railroads are to bid for high-rated traffic they must supply cars suited to the commodities or else lose the business. Mr. Morrison observed that efficient car handling saves money as surely and much less painfully than cuts in the work force. He said cars handled per engine-hour is a "somewhat outdated" measure of yard efficiency, and revealed that the C&O is studying the possibility of using business machine methods to develop a better yardstick. Mr. Leather opposed the idea of assigning car-hire costs to a division. He said such a division report would serve no useful purpose and to use it would distort comparisons because

of the uneven traffic flow and the concentration of repair work along a railroad.

### "A Mighty Fine Tool"

Speaking at the annual luncheon on June 9, Mr. Crump told the superintendents that adjustment to present-day competition "is the biggest single problem the railroads have ever encountered." Favoring the railroads in such an adjustment, however, is the fact that they still are "a mighty fine transportation tool."

The CPR vice-president suggested that superintendents use every chance they get to talk up three propositions: That shippers, by their demands for transportation, be allowed to govern development of transportation the way consumers govern development of other industries; that producers of transportation be allowed to compete on the basis of price and service, and that each form of transportation be completely self-supporting.

Mr. Borntrager's statement embraced the suggestion that every superintendent develop a plan for the selection and training of subordinates. The plan he outlined calls for appraisal of junior officers on the basis of personal characteristics (initiative, dependability, analytical ability, and the like) and by on-the-job performance. Such appraisals will point up the outstanding men for advancement, Mr. Borntrager said.

## Committee Reports

**Flat vs. Hump Switching**—"There is no clear-cut decision," this committee reported, as to whether flat switching or hump switching is preferable. Each type has advantages. For the flat switching unit there is low initial cost, low damage and personal injury rates, little time loss for cars requiring special handling, and low cost per car classified (when construction, maintenance, depreciation and hazards are included in overall cost).

Good points of the retarder hump operation include volume classification and prior classification for other terminals, low labor cost per car classified, a low casualty rate for employees and less damage to all the cars handled.

The committee stated that reports from various railroads indicate the saturation point in a flat switching yard is approximately 45,000 cars monthly, handled through a double-ended yard. In a retarder hump yard with the very latest equipment it should be possible to average up to 1,200 cars per trick.

Floor discussion of the report quickly turned to the problem of improving service, while holding terminal costs down. It was suggested that intensive study of yard operations, regardless of the type of yard, would likely turn up ways to speed the processing of cars. With respect to loss and damage, comments indicated that flat switching units are "neck and neck" with retarder hump yards.

**Use of Diesels**—As railroads approach complete dieselization, the factor of utilization becomes increasingly important. Maximum use of diesel power is needed, and all branches of the transportation, operating and mechanical departments must cooperate to this end.

Maximum work from diesels already is being sought in various ways:

- (1) In times of slack traffic, some roads "double up" on motive power rather than put it in storage.
- (2) System pooling is used "quite frequently." This cuts



maintenance cost by permitting centralized repair service.

(3) Tonnage ratings have been developed so full use can be made of various classes of diesels without risk of overloading.

(4) Train movement charts help operating people keep tab on locomotive power. Such charts aid in selecting the right locomotive for the job, and make possible advance planning for enroute power.

(5) Employees who direct use of power, and those who use it, are being educated to the importance of proper maintenance. Serious cooperation with the mechanical department is vital in effecting good maintenance policies.

(6) Operating department supervisors, given full authority for distribution and assignment of diesel power, have boosted utilization in some cases by 10%. (Such supervision should be established before a road reaches complete dieselization, lest an excessive number of units be purchased.)

(7) Other areas in which to look for improvement: Stagger way freight runs, including night operation of locals; adopt more off-track work equipment; schedule track maintenance on weekends or on light traffic days, and adopt dynamic braking in level as well as mountainous terrain.

Pointed up in floor discussion was the question of whether to use extra diesel units in trains or store them. There was some opinion that use of an extra diesel unit to share the work load will cut maintenance costs more than enough to offset the added cost of operation.

**Employee, Public Relations**—While the superintendent's primary job is to operate a railroad, he has an added responsibility to develop company loyalty and high morale among employees. In addition, he must "sell himself" to the road's customers and to communities which his road serves.

Good employee relations can be developed in many ways. Personal contact and an interest in working conditions and other employee problems is one method. Careful selection and training of supervisors is essential to any program. Of similar importance is the teamwork and loyalty shown by the officers, while a basic factor in the whole picture is the personality of the superintendent himself.

A wide acquaintance in communities along his railroad will help the superintendent do a better public relations job.

A willingness to speak publicly and an interest in civic affairs will aid him further. Among his "contacts" should be local newspaper people, with whom he should cooperate willingly in development of stories about the railroad.

**Conducting Investigations**—An investigation is an attempt to develop the facts surrounding an incident, and this report recommended eight "general points" to guide investigating officers:

(1) Notice to an employee, or employees, must be in writing.

(2) All witnesses with first-hand knowledge of the circumstances should be called by the carrier. The employee also has the right to have witnesses.

(3) Two entirely separate accidents or alleged rules violations should not be the subject of the same formal investigation.

(4) An investigating officer must not act in the dual capacity of examiner and witness.

(5) Witnesses to the occurrence under investigation should be examined only in the presence of the accused or his representative.

(6) The employee must be given opportunity to have a

representative present and to obtain witnesses for his defense.

(7) Carrier officers at the hearing should answer pertinent questions directed to them by the accused or his representative. The accused or his representative may also cross-examine witnesses.

(8) Notice of the findings and conclusions must be sent to the accused in writing within a reasonable time. Where schedule agreement rule governs, the time limit must be complied with.

Floor discussion of the report emphasized the need for a complete record in the investigation. There is less chance the investigation will be appealed or thrown out if findings are based on the careful examination of witnesses with all facts recorded.

**Clearing Derailments**—The primary object in clearing a derailment, the committee noted, is to open the railroad for resumption of traffic in minimum time consistent with safety and care of freight involved. The high cost of claim payments, materials and equipment makes it important that derailments be cleared with a minimum of added damage to the railroad's rolling stock, roadway and structures.

To obtain fastest action following an accident, advance training of personnel is necessary. Train crews, generally the first source of information, should know *what* to report from the scene. A "blueprint" plan which acquaints supervisors in all departments with their responsibility will speed the overall operation. At the wreck scene a competent officer should be placed in charge and given the "greatest possible elasticity" to make on-the-spot decisions.

Principal "tool" for clearing a derailment is, of course, the wreck train. This should be kept fully equipped. Bulldozers have become a popular and versatile tool, although they must be used with care to prevent added damage to rolling stock and lading. Some roads have effectively used a "wreck truck" in small derailments, thereby avoiding the calling out of heavier work train equipment.

Further support for competent on-the-scene supervision at a wreck has developed in discussion of the report. The officer in charge should have complete control, and not be subject to conflicting orders from higher officers who are attracted to the wreck area. Other ideas developed in this discussion: Keep work equipment in good condition, make maximum use of track supervisors in minor derailments, consider placing re-railers on locomotives and cabooses, and install radio in the derrick to improve communications.

**Business Machine Methods**—The next "forward step" of the railroads probably will be widespread adoption of business machine methods. This committee sees mechanization of clerical work as a key to improved service. At the same time, substantial savings may be realized by elimination of large amounts of manual work and quick preparation of machine-printed records. A major asset of business machines is the flexibility which permits their being used for on-line operation as well as in yards and terminals.

Speedy transmission of information over the railroad is possible. Tracing service is improved; traffic offices get prompter, more complete data; supervision has more facts upon which to base decisions; distribution of cars is improved by centralized information and quick knowledge of empty car movements by type and location, and the per diem balance is subject to closer control.

The report stated the belief that business machine methods can be adopted on all railroads, the same as uniform couplers and other standard equipment items.

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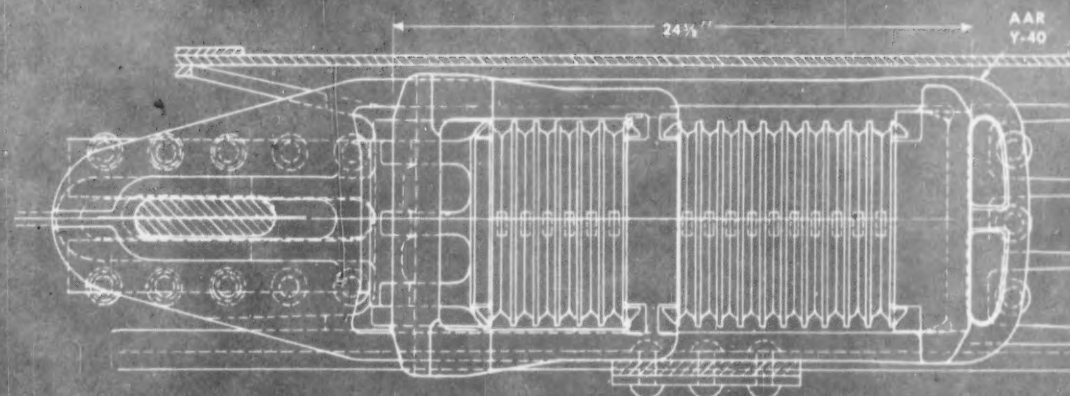
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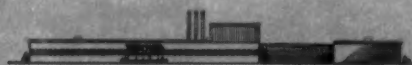
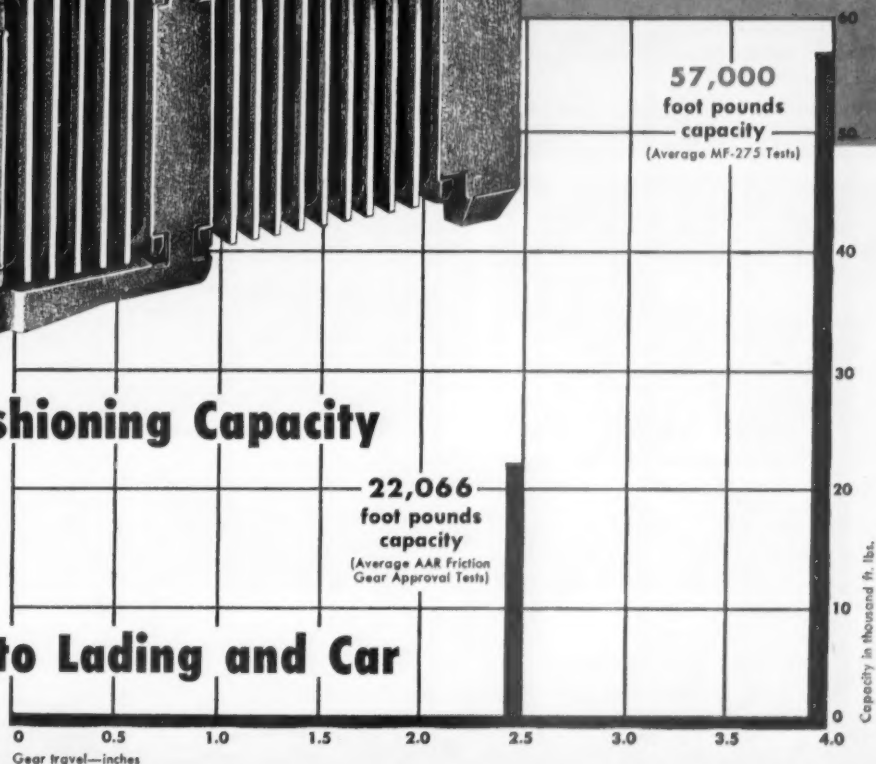


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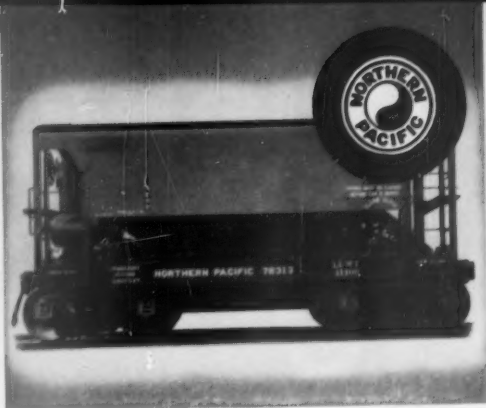
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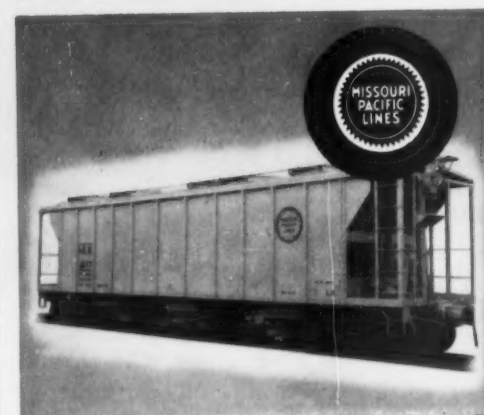
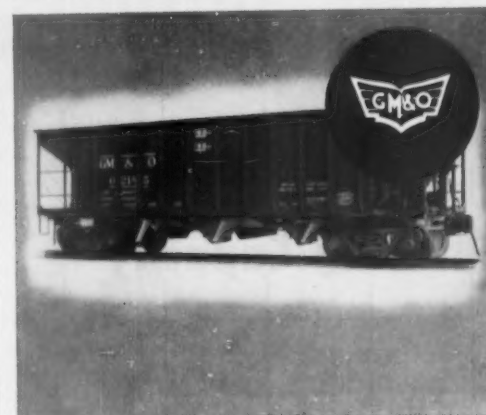
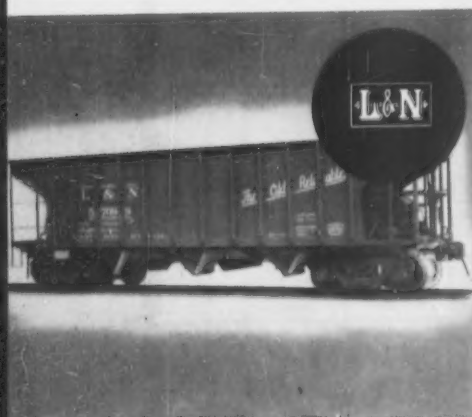
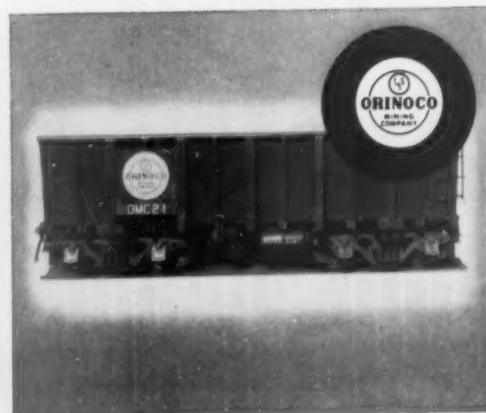
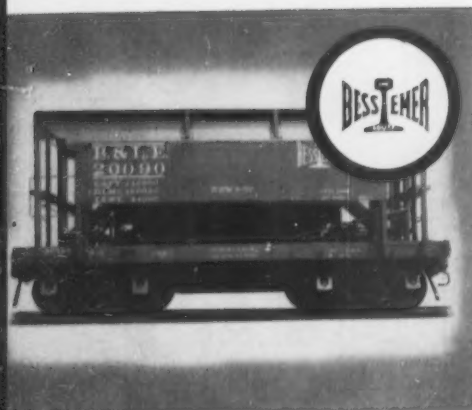
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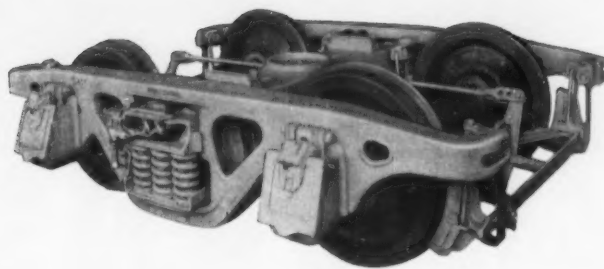
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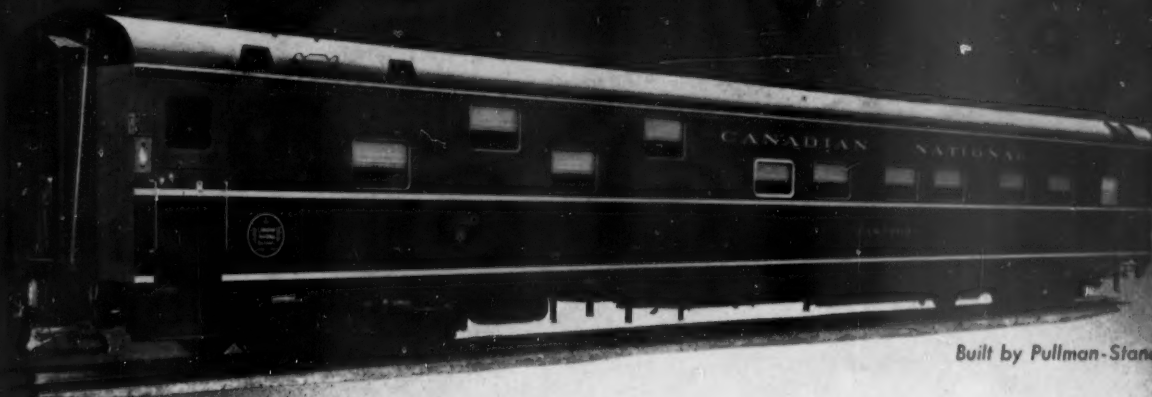


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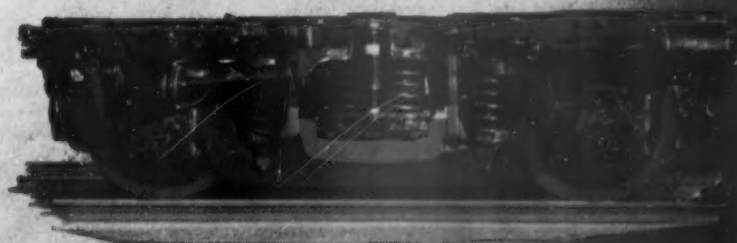
Built by Pullman-Standard

# **New** Canadian National Passenger Cars Use Latest Type Trucks and Central Bearings for Comfortable Riding — Simplified Maintenance

The several hundred modern first-class passenger cars of various types being built for the Canadian National Railway are equipped with Commonwealth 4-Wheel Outside Swing Hanger Type Trucks and the new Central Bearing.

Commonwealth trucks with outside spring suspension not only assure better riding cars, but greatly simplify inspection and maintenance because of the greater accessibility of parts. Central Bearings, which take the place of the center plates, eliminate truck shimmy, side bearing problems and lubrication, materially reducing upkeep costs and substantially increasing wheel mileage between turnings.

The Canadian National, like more and more leading railroads, is adopting Commonwealth Outside Swing Hanger Trucks and Central Bearings for improved travel comfort and lower maintenance expense.



Commonwealth Truck for Canadian National Cars



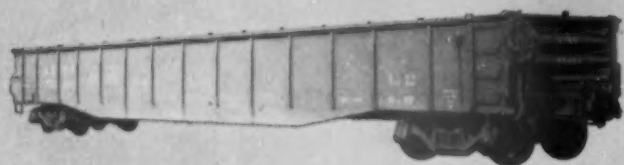
## **GENERAL STEEL CASTINGS**

GRANITE CITY, ILLINOIS

EDDYSTONE, PA.



23,000 gondola cars have been built



USS HIGH STRENGTH STEEL

**better with USS COR-TEN steel since 1934**

## **COR-TEN steel construction prolongs life and reduces maintenance costs by its superior ability to resist corrosion and withstand abuse**

**L**IFE is hard for the gondola car. No other type of car has to transport such a diversity of heavy and bulky commodities. None is subjected to more severe and destructive service conditions.

For in addition to being constantly exposed to atmospheric corrosion, while carrying minerals of various kinds, or lumber, steel products or machinery, the gondola car also takes a beating every time it is loaded or unloaded.

That is why 24 domestic and 7 foreign railroads have turned to USS COR-TEN steel construction to keep down maintenance expense and to prolong the life of their gondolas. To date 23,000 COR-TEN steel gondolas have been built. More than 4000 of them have been in service from 10 to 16 years.

During that time, COR-TEN steel's ability to improve car performance has been amply demonstrated. These cars have stood up better than cars built of carbon steel. They have cost less for repairs.

Deterioration caused by atmospheric corrosion\* has been greatly retarded because COR-TEN steel has 4 to 6

times the atmospheric corrosion resistance of carbon steel — 2 to 3 times that of copper steel. And, because COR-TEN steel is 50% stronger than structural carbon steel, has 60% higher endurance limit, and offers greater resistance to distortion and denting, mechanical damage to these COR-TEN steel gondolas has been kept to a minimum.

Typical of the railroads capitalizing on these cost-saving advantages of COR-TEN steel construction are the Denver & Rio Grande Western which bought its first lot of 50 COR-TEN steel gondolas in 1939 and now has 4800 in service . . . the Elgin, Joliet and Eastern which started with 200 in 1936 and at present owns 2,000 . . . the Great Northern which bought 500 in 1944 and has added 700 since . . . the Atchison, Topeka & Santa Fe with 500 COR-TEN-built gondolas in service.

These representative roads and others on the long list of users of gondola cars that have been built better with USS COR-TEN can tell you how this tough, strong, corrosion-resisting steel pays off for them. We will be glad to tell you who they are.

\*A recent railroad study showed that corrosion is responsible for 58% of the cost of repairs to gondola cars.

UNITED STATES STEEL CORPORATION, PITTSBURGH • AMERICAN STEEL & WIRE DIVISION, CLEVELAND • COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO  
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**UNITED STATES STEEL**



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**BARs**—carbon & alloy, hot rolled & cold finished  
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## You don't need work trains for scattered maintenance jobs

**One man,** *working alone* with a LeTourneau-Westinghouse earthmover, can handle maintenance jobs that now take an entire work train and crew!

These rubber-tired off-track tools drive anywhere under their own power. They take the shortest route . . . along the right-of-way, over paved highways, or cross-country. A phone call sets 'em in action. Operator just hops on and goes! 20 miles is only about an hour away.

On the job, the one man and one machine load, haul and spread traveling at speeds up to 28 mph instead of the 3 to 7 mph of a crawler-tractor. They never interfere with revenue traffic. They work independently, self-loading on small jobs, can push-load each other for team operations on big ones.

### Find out more

Invite us to discuss your earthmoving problems. You can have confidence that we will recommend only the right tools for YOU, because no company has a greater interest in railroad success and economical operation. For decades, Westinghouse has supplied the best in brakes, switch and signal equipment. Now, through their wholly-owned subsidiary, LeTourneau-Westinghouse, they supply you with the best in off-track equipment, as well. May we have one of our earthmoving specialists call on you soon?

D Tournapull self-loads, hauls, spreads, and dozes. It can repair washouts, trim side-slopes, cut ditches, spread ballast, build bridge approaches, stockpile and reclaim coal, and plow snow. It "runs" job-to-job at 28 mph. Capacity is 7 yds. heaped . . . 9 yds. with sideboards.



Tournatractor, a 186 hp tractor-on-rubber, has a top speed of 19 mph. It clears slides, digs ditches, grades crossings, sets culverts, push-loads or pulls scrapers, spreads ballast, plows snow — does all the jobs a crawler-tractor can do — but does them 2 to 3 times faster.

### No planking needed, either

LeTourneau-Westinghouse machines cross tracks without planking . . . do no damage to rails, ties, etc. Big, low-pressure tires deflect over obstructions, do not chamfer ties or trip signals.



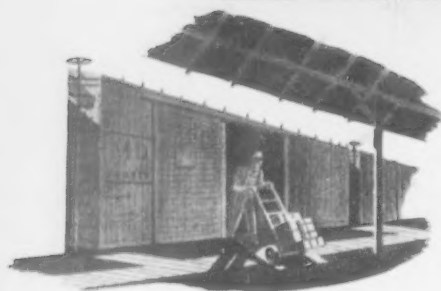
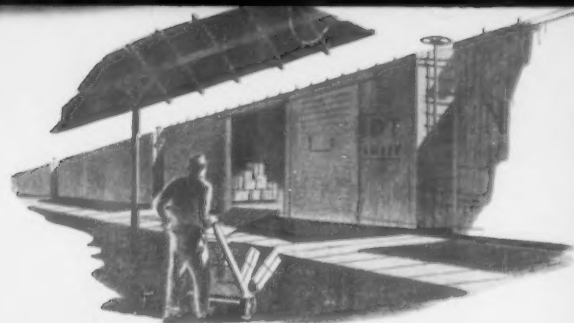
## LeTourneau - Westinghouse Company

PEORIA, ILLINOIS

A Subsidiary of Westinghouse Air Brake Company

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# SHIPPER to CONSIGNEE



## FASTER!

### G-R-S

- ▶ Electric Car Retarders
- ▶ Automatic Retarder Control
- ▶ Automatic Switching

Your new diesel locomotives, modern signaling, better track and road-bed have all helped to speed up freight schedules between terminals. But . . . have your yards kept pace? Do classification delays nullify these improvements, deprive you of the competitive advantages you should be getting from improved service?

G-R-S classification systems—electric car retarders, automatic retarder control, automatic switching—can reduce time lost in your yards. One road, for example, replaced four rider hump yards with a G-R-S equipped retarder yard. Total detention of cars in yards was cut over 50%. Freight moved from shipper to consignee faster, and service to patrons was materially improved. At the same time, substantial savings were made in per diem charges, in yard operating expenses, and in the number of switch engines required.

Our engineers will gladly help determine what G-R-S car classification systems can do for you to speed classification, and to obtain better use of yards, locomotives, and manpower. Ask your G-R-S district office for details.



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